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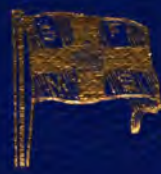
THE SHIPWRECKED MARINER



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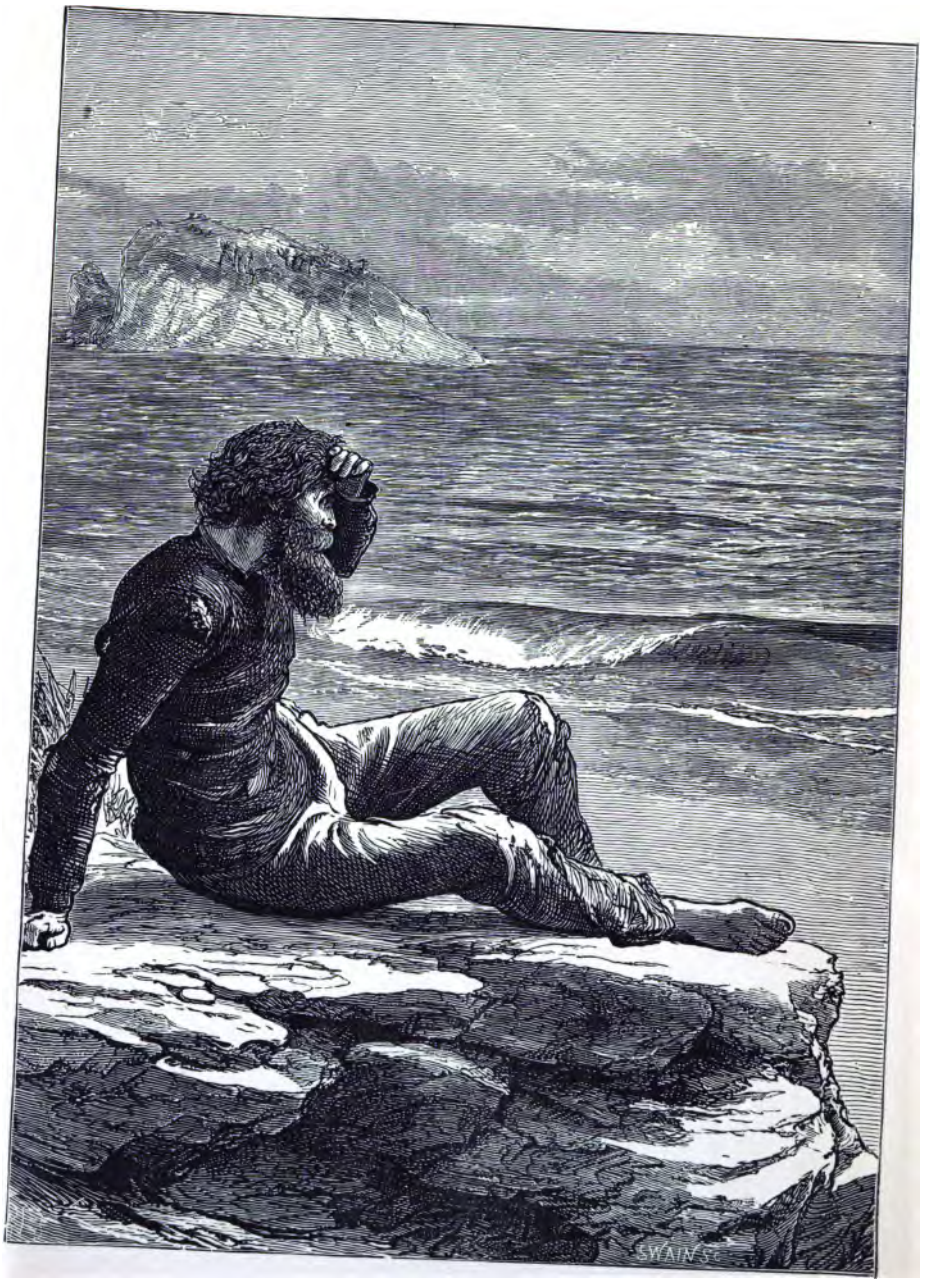

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THE SHIPWRECKED MARINER

"There is Sorrow on the Sea."

Quarterly Maritime Magazine.

EDITED BY
W. R. BUCK, ESQ.
(Late of H.M. Civil Service, &c.)
Secretary of The Shipwrecked Mariners' Society.

"HELP!—HELP!—HELP!"—
'Tis the Mariner's Cry! 'mid the tempest's fierce yelling!
"HELP!—HELP!—HELP!"—
'Tis his Home's echo'd Wail! unto Heav'n their woe telling!

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AMID THE HAZARDS OF WAR, THE HERO IS HARDLY TAKEN BY SURPRISE; AND UNDER THE SCOURGE OF PESTILENCE, AND FAMINE, THE LINGERING SPIRIT HAS TIME TO BEQUEATH A BLESSING, OR TO BREATHE A PRAYER!

BUT, IN THE PERILS OF THE SEA, WHEN THE LIFE-FREIGHTED VESSEL FOUNDERS IN MID-OCEAN, OR IS DASHED UPON THE REEF, OR WRECKED UPON THE SHORE, THE INTERESTS OF THE FUTURE DISAPPEAR IN THE TERRORS OF THE PRESENT—THE CRY FOR "HELP" FROM MAN, IS LOUDER THAN THAT FOR "MERCY" FROM HEAVEN.

AND, WHILE THE BODY PERISHES, IN THE WILD EMBRACE OF THE WAVES, THE SOUL IS HURRIED, UNSHRIVEN, TO ITS ETERNAL HOME!

SIR DAVID BREWSTER.

No. CXXI. VOL. XXXI.

THE SHIPWRECKED MARINER

"There is Sorrow on the Sea."

Quarterly Maritime Magazine.

JANUARY, 1884.

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YARNS BY AN OLD TAR.

I.

I SAILED in command of the ship "*I*———" from Moulmein, about the end of July, 18—, with a full cargo of teak timber, bound for Cork. We left Mopoon Bight on a Friday, very much against the will of my officers and crew, who had, it would appear, imbibed the prejudice that Friday was an unlucky day on which to begin anything, and more especially to commence a voyage, and all kinds of disasters were predicted. But I paid very little attention to these expressions of dissatisfaction, as I believed all days were alike; and so at daylight on this particular Friday we dropped down with the tide to Natmoo.

It was the height of the south-west monsoon, or rainy season, and the freshes came down from the swollen rivers so rapidly that the greatest skill was required to steer the ship at her anchor during the strength of the ebb, as several ships had been known to break and be destroyed, and one taking the ground had rolled completely over twice, and drowned nearly all the crew.

We had brought up all right, and the ship seemed to be riding in

safety, when, at 11 p.m., the deck-stopper parted, and, before the chain could be stopped, it had cut the windlass to the very spindle, broken the hawsepipe, and run out to the bare end, which was shackled round the foremast. Fortunately, the chain held on, however, and we got the ship steadied again, and rode out the remainder of the tide without further loss.

Next day we crossed the flats, anchored in Amherst Roads, and repaired the damage. The third day we weighed, and proceeded to sea.

We found the monsoon blowing with considerable force, and, being on a dead lee shore, were compelled to carry a press of sail in order to get an offing. We had a very heavy beat from Amherst to the Andaman Islands, which, I should say, occupied about ten days; and then, being well under the lee of the islands, made a stretch down the Gulf on the starboard tack, making as short board to windward as necessary, and on the twentieth day out we had crossed the entrance of Malacca Strait, made the Coast of Sumatra, and commenced working along shore towards Acheen Head. On the second or third tack we signalled the "*Sir J—— F——*," which had sailed from Amherst twenty-one days before us, and I was not a little proud to find I had done so much better than my neighbour. By watching the current and working close on shore we were very soon to windward of him, and at night he was hull down to leeward.

The weather was thick with rain and squalls, and we could just cleverly carry the main-topgallant sail over a single reef. I had been on deck all night, and at 8 a.m. I lit a cigar at the binnacle and walked over to leeward, when I was startled to see what for a moment I took to be breakers, but the next instant I knew it must be the sea breaking from the bows of a ship, on the opposite tack, and coming right into our lee bow. I ran to the wheel, put the helm hard up, let fly the mizzen and main sheet and lee main brace; but my ship would not pay off, and had not veered a point before the other ship, which had neither seen us nor heard our shouts to keep her luff, struck us with tremendous force about the mizzen rigging, breaking the mainyard, and cutting us down four streaks. We continued grinding and crashing together for some twenty minutes (and it seemed a much longer time), when we separated; and she immediately disappeared in the fog, leaving her jibboom and part of cutwater on

the weather side of our quarter-deck, and taking in exchange our mizzen-mast and boat, with davits and all gear attached, as well as three of our crew, who had managed to climb on board in the confusion, expecting that our ship would go down.

I shall never forget the sounds during the time the ships were in

AT SEA.

collision, combining the roar of the wind, the noise of the sea breaking against our broadside, with the falling of spars, and the fearful crash as the ships met together, while the cries of the English portion of our crew mingled with the yells of the Lascars and shrieks of the

coolies on the other ship. These were such as will always remain in my vivid recollection.

During the very height of the destruction my attention was directed to the painfully comical position of my first officer. He had taken refuge in the cabin, and when the mizzen-mast fell, the stump jammed the door, fastening him in as effectually as though he had been nailed up. Poor man, in his fright he forgot the ship would not sink, she being timber-laden, and the frantic efforts he made to get out, through the skylight, put me so forcibly in mind of a caged rat that I could not help smiling, and perhaps thought it served him right for being in such haste to leave the deck.

Having sounded the well and found no water, we wore ship to bring the wound above water; and having nailed some blankets and boards over the hole, turned our attention to the repair of the mischief to our masts and rigging, which was doubly necessary, as by this time we were just to windward of the Andaman (Southern) Island, and fast drifting upon it. We first bent a maintopsail, which enabled us to hold a little better wind and crawl out of danger until we could get up another mainyard. I was very much encouraged by knowing that the "*Sir J—— F——*" was to leeward of us, and I depended upon getting a little assistance from her in the shape of stores. But I was doomed to bitter disappointment, for although I hoisted signals of distress on the broken stump of the mizzen-mast, she kept her luff, and passed a few miles to windward of us, without paying the least attention.

Ultimately, we managed very well, however, for having sent up the spare yard and substituted a spare topmast for a mizzen-mast, we were, as far as efficiency went, almost in as good condition as before the accident, and in a few more days were well out of the Gulf, and could bestow our energies on getting our little ship smart again. In this I was most kindly assisted by Captain H——, of the "*A———*," who, seeing something wrong in the look of our rig, bore down and sent his boat on board to find out if he could help us; and, when he had ascertained what was needed, lay by us until he had supplied all our wants, and most generously refused payment for the many useful things with which he had supplied us, remarking that he was sure his owners would freely assist, and he hoped if ever he required such help he might receive it with as great pleasure as he had

rendered it to me. We parted with mutual good wishes, and each took his own course.

We had the usual trade winds, and off the south end of Madagascar fell in with my old friend, Captain B——, of the ship "*T*———," from Calcutta to Liverpool, and the wind having fallen light, I spent the day on board, and that night we had a very narrow escape from a second and far worse collision than we had before.

We had drawn considerably ahead of the "*T*———," who was trying to crawl up under a cloud of canvas, and when we lost sight of her she was about five or six miles astern. The weather had been hot and sultry all day, with a falling glass, and a nasty swell from the north-west; and about 11 p.m. it was dead calm, with a heavy bank of black clouds rising, with vivid lightning, on our weather bow, plainly indicating a heavy squall. Our light sails were soon taken in, main-sail stowed, topsails on the cap, with reef-tackles well hauled out. These and other little preparations were hardly completed, when, with a deluge of rain and a roar like thunder, the nor'wester was upon us, laying the ship down on her beam ends; but the helm having been put up, and the after-yards braced well in, she soon paid off, and dashed away before the gale at the rate of ten knots an hour. Almost blinded with the heavy rain, we could not see the length of the ship, and, although we were heading directly for the "*T*———," I did not feel uneasy, for I was quite sure they would also have shortened sail and kept away. In a very little time, however, I heard the look-out shout "Hard a starboard!" and in a tone of voice that led me to believe there was not a minute to lose. I ran to the wheel and assisted the man to heave it hard up. She paid off about two points, just clearing by about five yards the quarter of the "*T*———," when such a sight presented itself as we shot past her stern. Lying on her beam ends, having been caught flat aback, with all her studding-sails set, the loss and destruction amongst her spars and sails can only be estimated by those who have had the misfortune to be caught in a similar position. I consider this as one of the narrowest escapes in my life, for had we ran into her, both ships would certainly have gone down.

We had the usual gales off the Cape, but nothing extraordinary, and arrived in due course at St. Helena, and found our good helper, Captain H———, and the "*A*————," had not arrived.

I was glad, however, next day to meet my friend, and introduce him to my acquaintances on the island. We spent the remainder of the day on shore, and in the market met the Captain of the "*U*————," who, like ourselves, was making purchases for his ship, and kindly offered to send our stores down in charge of his steward, who was soon expected with one or two men. The gentleman in question

CORK HARBOUR.

shortly made his appearance in the shape of a huge negro, dressed with the greatest care, sporting the usual gold-headed cane, white collar, rings, &c., which form the particular outfit of coloured gentlemen. I saw the Captain looking very hard at him, and he at last exclaimed, in a perfect rage, "Why, you rascal, you have my best trousers on! Take them off this instant!"—and in spite of all his pro-

testations, off they had to come, and poor Quashey, shorn of his borrowed plumes, had to superintend the embarkation of our stores in a dress coat and potato sack.

To mention another incident of the stay at St. Helena, my companion, Captain H———, wished very much to land some fine hogs on the island; but, as his doing this himself would involve the paying of certain harbour dues, we looked out for some friend who had paid them, and who would be accommodating enough to effect the landing of the animals. We selected a ship belonging to Sunderland, and bound to the West Indies with slaves, and whose captain offered to take the hogs on board, and land them the next morning, only charging a trifle for the trouble. This arrangement was gladly accepted, and the hogs were transferred, with the usual amount of squealing, to the good barque "*Countess of A*———." Captain H——— spent the evening with me, and next morning we arose early, to breakfast on shore, expecting to get away about noon. I went on deck, and, at first sight, fancied our ship had drifted, for I could not see the barque; but a few minutes sufficed to show the runaway, under a cloud of canvas, and nearly hull down. She had sailed away with the hogs, and no doubt her captain was laughing in his sleeve at the very clever way in which he had tricked the Yankee! I hardly knew how to break the news to poor Captain H———; but he bore it very well, and, after the first burst of passion, never mentioned the subject again. We parted at noon, and I have only met him once or twice since.

We arrived, without anything worthy of note occurring, on the Nymph Bank early in November, and for several days were enveloped in a dense fog, with light easterly winds and cold weather. Being bound into Cork for orders, I was very anxious to ascertain the ship's position, and having spoken a steamer, and learned the bearing of Cork Harbour, bore away before the wind, with moderately clear weather, hoping to get in before dark. As we drew in with the land, however, the wind increased to a strong breeze, dead on shore, and my anxiety increased each hour, as I knew from my soundings it must be pretty close in, although nothing could be seen for the fog, which seemed to grow denser as the sun went down. About 8.30 p.m. we made Ballycotton Island, and had consequently missed our port by a few miles, and nothing now remained but to carry on, and try to keep off shore.

Fortunately, our canvas was first rate, with our spars and ropes in good condition, and I felt that, if any ship could hold her own, the "*I*——" would have a chance. We brought her to the wind, on the starboard tack, under canvas, jib, mizzen, and double-reefed topsails, and headed up E.S.E., the wind about S.S.E., veering to south, with a full determination to carry on until the very last. Preventer braces were got upon the yards, stoppers on the clews of the courses, life line stretched along the deck, axes got out ready to cut away the masts, if we were compelled to anchor; and, in fact, every precaution taken that suggested itself.

We made pretty good weather of it, but the gale of the 5th November, 18—, was upon us, and will be long remembered for its destructive effects on our coasts. At 8 p.m. the mizzen burst, and only a small remnant was secured after a great deal of trouble. At 10 p.m. the mainsail followed suit, nor did we attempt to save any portion of this sail, fearing to start tack or sheet; and, in a short time, only a few shreds remained. At midnight the jib blew away, and only the three square sails, with the foretopmast staysail, remained.

The weather at this time was exceedingly bad—dark as the grave, with torrents of rain, and very heavy sea. The crew were all crouched under the weather bulwark, and not a soul had gone below. I was standing by the binnacle, anxiously watching for a change in the wind or weather; the second mate was holding on to the weather mizzen rigging; and an old seaman, named P————, who had sailed with me from the time I was a boy, was at the wheel. We were tearing along, not shipping much heavy water, and it did not strike me, then, there was much danger of shipping a sea, as she was a particularly good sea boat, and I had never seen her caught. However, I felt a hand on my shoulder, and the old man made me understand he wished me to move, as he thought we should have a sea on board. I replied, "Never mind me; mind your helm!" He spoke a second time; and I became angry, and said, "If you are afraid, you had better be relieved, and go below!" He answered, "You know better than that, sir; I am only afraid for you!" A few minutes after this the north star peeped out for a minute, and I had my foot on the top stair of the companion, going down for my sextant, when a tremendous sea struck the ship, before the mizzen rigging. I

heard a tremendous crash and a short cry. The next moment I was lying in the cabin, with some tons of water.

It was some time before I could manage to get on my legs, and crawl on deck, and then I found the sea had done its work. Poor old

OLD P—— AT THE WHEEL.

P—— was gone, and with him the wheel, binnacle, skylight, rudder head, rails, bulwarks, &c.! It was long before we could get a light below, as everything was wet, fore and aft. The axes were now

brought into use, the rudder case chopped away, the rudder steadied with a hammock on each side, and a crowbar driven in for a tiller. All this time we thought we had lost the second mate also, but he was found jammed in the lee main-brace bumpkin, and nearly dead.

At 4 a.m. the wind began to moderate a little, and at daylight we made the Saltees Light ahead. The wind drawing round to the northward, enabled us to get into Queenstown, where we repaired our damages; and, having received our orders, sailed for Sunderland. We had a very quick run round, but carried away the jibboom, between the piers, going into the harbour.

This made the only voyage I ever commenced on Friday, and the only disastrous one I ever had as captain. D.

"O RIVER, RAPID ROLLING!"

O RIVER, rapid rolling,
On-flowing to the sea,
Defying man's controlling,
Most gloriously free!

Speak to this heart wild beating,
And hush its hoarse unrest,
Say, Life has its completing—
Its eve, its golden west.

Say, Time is not all sadness,
That men, as well as rills,
May often toss, in gladness,
Their music to the hills.

Say, All men have a mission
To leave this burthen'd earth
In happier condition
Than mark'd it at their birth.

Say, to the travel-weary,
"Thou shalt not always roam,
For soon shall come, to cheer thee,
The vision of thy home."

O river, rapid rolling,
On-flowing to the sea,
Heaven's messenger consoling,
Speak words like these to me!

REV. F. L. DOWNHAM.

GREAT GALES.

(By a Fellow of the Royal Meteorological Society.)

"A winter night! the stormy wind is high,
Rocking the leafless branches to and fro;
The sailor's wife shrinks as she hears it blow,
And mournfully surveys the starless sky."

Barton.

IX.

(*Continued from page* 272, *Vol. XXX.*)

THE last chapter concluded with a brief notice of storms which occurred in the West Indies in 1780; but we here repeat that date, in order to note what is recorded of disasters at home. For some records following we are indebted to the *Gentleman's Magazine.*

1780. Feb. 26. London, wind N. "A violent hurricane arose, by which a number of ships were driven from their moorings in the river and forced on shore, and some of them greatly damaged."

May 29. Wind S.W. Great damage was done in the river Thames by the violence of the wind, but much more in the Channel and on the British and French coasts, when many ships were driven on shore and some foundered. Two men-of-war, the *Ramilies* and *Bienfaisant*, suffered severely.

Oct. 19, 20. Violent wind from the south-west, with heavy rain.

1781. Jan. 26. London, wind N.W. There was more shipping wrecked on the Sussex coast than was ever known in the memory of

man. At Bearshide a vessel was dashed to pieces, and every person on board perished. Opposite Newhaven a vessel and all the crew shared the same fate. At Cuckmere the *Syren* frigate, and *Racehorse* schooner, both went to pieces, but the crews were saved; two other vessels disappeared.

Feb. 27. At London the wind was S.W. to N.W., the barometer down to 29·2 inches.

A violent storm; it did much damage to shipping, was very severe at Spithead, war-ships were damaged, and the *Latham* East Indiaman driven on shore. Some ships lost along the coast, others considerably damaged.

At Blandworth, Hants, the violence of the storm was dreadful. In less than three hours, scarcely a house but was stripped of its roofing or otherwise damaged, for ten miles round.

By this storm the French suffered considerably in their shipping.

1782. Feb. 10. A dreadful hurricane arose at Corunna, in Spain, by which more than thirty vessels perished. The sea swelled to a tremendous height, and many houses and warehouses were washed away.

Sept. 16. A tremendous gale, felt off the North-Foreland. This greatly injured the British fleet, which, with convoys, had met there. On the 17th, thirty-five sail were seen, most of them dismasted or waterlogged.

1783. Jan. 26. A hard gale from S.S.W., when many vessels in the Downs were parted from their anchors. The next morning, a brig was seen making for the pier at Ramsgate; she missed stays, drove northward, and overset; every man perished.

Feb. 5. A large ship, supposed to be a French privateer, foundered off Milford Haven, during a violent gale; all men lost.

Feb. 23. Boisterous weather had been experienced for some days. Several vessels passed Scilly dismasted.

March 17. A great storm of wind from N.W. at Calcutta; much damage done and many men lost.

Heavy storms of wind, and attended with thunder and lightning, occurred in Europe and Asia during this year.

1784. Dec. 5. A large fleet of upwards of 150 vessels sailed from Yarmouth Roads. At 4 p.m. a violent storm arose, with heavy rain, which separated the fleet; the gale slit their sails into shreds, many

were obliged to cut away their masts. About midnight it blew a perfect hurricane, with heavy rain and snow, which continued with unremitted fury till the Tuesday noon. It blew very hard again on the 8th.

1785. Sept. 6. During the previous night, and greater part of this day, the wind blew a hurricane, but the damage sustained in

ON THE COAST OF THE CHANNEL.

London and among the shipping in the Thames was not so great as might have been expected from the melancholy accounts received from other seaports. From the Downs, Portsmouth, Plymouth, and all along the British Channel, the shores were covered with wrecks and stranded ships.

Aug. 24. A great hurricane at St. Kitts, West Indies; greater than any experienced since 1772.

Oct. 29. A violent hurricane in Jamaica, doing immense damage.

Nov. 29. A very high wind felt in Gloucestershire; it reached Bath in the evening, and overset some new houses in the square.

1786. July. At Highbickington, Devon, thirteen elm trees were uprooted and removed upwards of 200 yards from their original spot, and they remained standing upright in their original flourishing state. A rock, in the same place, was divided upwards of 8 ft. asunder; and all the poultry and corn were destroyed for several miles by the thunder and lightning. (Gutch.)

In this year, a battery at the bottom of East-street, Brighton, was washed down by a storm.*

1787. Sept. 20. Whitehaven. A heavy equinoctical gale came on, with rain, which continued till noon next day, when a phenomenon, never before observed in this harbour, presented itself. The tide had not fallen more than 8 ft. out of 12, the ordinary rise. At spring, it rises 18 ft. The like happened at Harrington, Workington, and Maryport.

This gale occasioned a great and melancholy loss in the Isle of Man, where a great take of herrings had brought together most of the boats belonging to the island (some say not less than 800), who were all surprised by the storm, and many of them perished.

Sept. 21. London, wind S.W. "A great hurricane." (*Gentleman's Mayazine Diary.*)

1790. Dec. 15. London. A violent storm from S.W. Fatal accidents in the metropolis and in Herts.

Dec. 23 and 24. A violent storm of thunder, lightning, and wind, commenced about 5 a.m., from S.W. Much damage in London; chimneys and roofs suffered considerably, and there were some fatal accidents. The piles of wood in timber yards were blown down, and trees were torn up.

"At Windsor the storm was dreadful." It was widespread, and the lightning was described as "a stream of fluid from a glass-house furnace."

At Whitehaven several ships broke adrift. The prospect of the sea

* "The Climate of Brighton," by F. E. Sawyer.

with the coming tide was alarming beyond description. Accounts from North Wales were full of melancholy events. The storm was severely felt in many parts of France. Several houses were blown down in Dunkirk, and much damage to shipping.

The *Gentleman's Magazine* of Jan., 1791, reports :—"The wrecked vessels on the French and Flemish coasts exhibit at this time too many melancholy effects of the late hurricane. No less than twenty-

DUNKIRK.

five vessels were lost between Holland and Cherbourg; and more than 400 bodies have been picked up on the sands between Ostend and Boulogne."

Subsequent accounts showed the destructiveness of this storm. The effects were especially seen at Hackney Park and Spring Woods, where many trees were uprooted.

In Holland, by the breaking of a dyke, all the country around Haerlem was inundated, and vast numbers of cattle drowned, besides damage to buildings.

1791. Feb. 2. A very high tide in the Thames. On Tuesday p.m., Feb. 1, it began to blow from N.N.W. on the coast of Kent, which in the night increased to a hurricane; on the next morning it was full tide at least two hours before the usual time, and there was a tremendous surf.

At Seasalter the sea-banks broke, and the marsh lands were flooded to a great depth.

At Whitstable storehouses on the beach were whirled down.

At Deal the waves broke over the sea-bank into Beach-street, and many parts were quite under water.

On the Essex coast the people suffered severely, and the islands were flooded. Potten, Wallasea, and New England were totally overflowed.

At Ipswich gardens and houses were flooded; "a boat was rowed across the Bowling Green." On the Suffolk coast the inundation was general.

At Woodbridge, Aldborough, and Orford there was much damage.

At Lowestoft the sea made a breach between the town and Pakefield and went half a mile inland, carrying away Mutford-bridge; it also undermined the cliff at Pakefield, and, strangely enough, a woman fell with a piece of the cliff a depth of forty feet without hurt to herself.

The steeple of St. Mary's, Oxford, the most beautiful piece of Gothic in England, received so much damage that it was necessary to take it down to prevent danger.

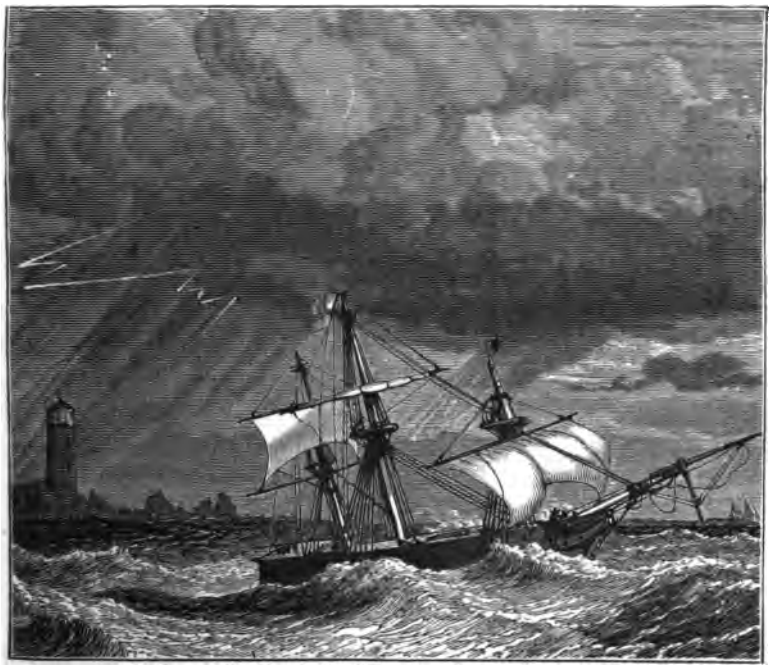
1792. Jan. 26. Plymouth. The most tremendous storm experienced at this port for many years past. The lower part of the town was flooded. The sea made a clear breach over St. Nicholas's Island, Fisher's Nose, and the lower batteries of the citadel, The Eddystone Lighthouse could not be reached by the boat even on the 28th, but the lighthouse men threw out a bottle containing a letter which described the storm as "dreadful indeed." The sea made a clear breach of the lighthouse lantern, and broke three panes of glass of the lantern, though the glass was near half an inch thick. It was supposed to be as violent as the storm which

washed down Winstanley's Eddystone in 1703, which a Mr. Pearse, at this time aged 98, remembered.

Dec. 22. Liverpool. "A very dreadful storm of wind." Some damage to shipping and persons.

1793. "At Whitehaven great damage, the tide rising six feet above the usual height." (Gutch.)

1794. Jan. 25. In London the barometer fell to 28·23 inches.



WEATHERING THE STORM

Wind S.W., shifted to N.E., and blew with unremitting violence, attended with showers of hail and sleet.

At Whitby ships went on shore. Within twelve miles of this place six vessels were seen to founder—five of them with all hands. The disasters were supposed to have been exaggerated by the sudden shifting of the wind from S.W. to N.E.

At Shields a tremendous gale from N.N.E.; several wrecks took

place. Fifteen ships broke adrift in harbour at Hartlepool; Redcar and Salthouse also gave melancholy accounts of damage done; and as many as eighteen vessels were ashore between Teesmouth and Sunderland.

Off Flamboro' Head four fishing cobles were overset and all the people drowned; and these left families numbering twenty-three children altogether, in great distress. At Newcastle also the intensity of the storm was felt.

At Shrewsbury there was a deep fall of snow, and the gusts of wind were tremendous.

At Holyhead a dozen vessels were ashore. Some went to pieces; all hands lost.

In Scotland the gale was very severe, and the report further adds (in *Gent. Mag.*): "By accounts from all parts of the country we find the storm has been general, and every part of the island has shared in the calamities."

1795. (The weather experienced in December is adverted to in the next year's report.)

1796. Jan. 20. Portsmouth. A fleet of 200 ships which left St. Helen's,* Isle of Wight, about December 8, 1795, was much scattered, having been "continually beating against contrary and tremendous gales of wind and heavy seas, in which they received so much damage that almost all the men-of-war will be obliged to go back into port." The wind was reported to be from S.W. The ships were going into Portsmouth as stragglers.

Jan. 23. Falmouth. A heavy storm of wind and rain—houses were flooded. At Penzance much damage.

In Southampton River there was great havoc among the shipping; at Liverpool the storm did much damage to the piers and other structures abutting upon the Mersey.

At Falmouth, again, a ship was cast on shore at Portleven on the 24th, and every soul lost. It was supposed to be a convoy with troops on board. Fragments of another vessel of 300 tons were washed on shore.

Whitehaven. The same storm of the 24th was described as being here "dreadful."

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* The bay here was formerly used as a rendezvous for the ships of the Royal Navy in time of war.

Jan. 26. Portsmouth. Ships at Spithead were obliged to cut their cables and run for the harbour. Signals of distress were flying on board many vessels, but such was the state of the weather that boats could not go off to their assistance. Several houses were washed down at the Point.

At Plymouth at 5 a.m. "dreadful gale from S.W." The *Dutton*,

ASHORE.

East Indiaman, was wrecked, while 500 persons, seamen, soldiers, women, and children, were on board. Great confusion prevailed till Sir Edward Pellew (afterwards Lord Exmouth) had himself *conveyed on board the ship by a rope*, and, to his infinite credit, restored order, and succeeded in getting nearly all to the shore, so that eventually,

in lieu of the threatened terrible disaster, only four or five lives were lost.*

May 29, 30. A very heavy gale from S.W. felt in the Metropolis, where much damage was done. This was felt in the southern counties on the 31st.

At Portsmouth the wind was W.S.W. for hours together. A boat of the *Royal George* was lost with nine men.

In Lewes not less than forty barns were blown down, and great numbers of trees uprooted. This storm was most disastrous on the French and Flanders coast, while in the Scheldt, also, much shipping was lost.

1797. Sept. 13. A violent storm felt over the British Isles, but it was remarkable for the torrents of rain, which flooded many parts of the country, rather than for the wind force. A strong gale from S.W., however, is recorded.

Reported on November 10, a most dreadful storm in the Black Sea. Seven large merchantmen, and 150 small craft, were wrecked on the coast of Roumelia.

Nov. 28. The sea exhibited an awfully grand appearance on the Norfolk coast, the billows running mountains high; wind easterly. At Yarmouth the pump-house belonging to the bath-rooms was overwhelmed by the surf and almost levelled to the ground. Next morning a vessel was discovered on the Cross Sands; at 9 o'clock she overset, and all on board perished.

1798. London, wind S.W., barometer 29·37 inches. At Liverpool, barometer 29·28 inches. "A storm of wind severely felt in London. In the Thames many boats were sunk, and several ships driven from their moorings and much damaged. In Lambeth several houses damaged. In Hyde-park and Kensington-gardens a great many trees blown down."

S. H. M.

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* It is noteworthy that this heroic Admiral, years after, was in the midst of one of the greatest storms on record. This was called the *Colloden* storm. H.M.S. *Colloden*, bearing the flag of Vice-Admiral Sir E. Pellew, Bart., and the *Terpsichore*, were convoying an East India fleet on the homeward voyage, when, March 8—17, 1809, they encountered a terrific gale, which dispersed the fleet and destroyed four or five East Indiamen in the Indian Ocean. Details are found in "Reid's Law of Storms."

ADVENTURE WITH A WHALE.

A SOMEWHAT exciting whale hunt took place at the mouth of the Tay, on Monday, December 31, 1888. For several weeks past a large whale had been seen swimming to and fro in the estuary of the Tay, evidently feeding on the immense shoals of small herrings and sprats lately to be seen in that river and in the Firth of Forth. Several ineffectual attempts had been made during the previous fortnight by whalers at Dundee and Broughty Ferry to harpoon the fish. On the date named, however, the whale was twice harpooned, and as darkness fell a large number of spectators on shore saw a steam launch and several rowing boats being quickly towed out to sea by the whale, in whose body the harpoons had stuck fast. The steam-tug *Iron King* returned the next day to Broughty Ferry, after having been engaged all night with the whale, and the account of the hunt, as given by those on board, shows that they had a most extraordinary adventure.

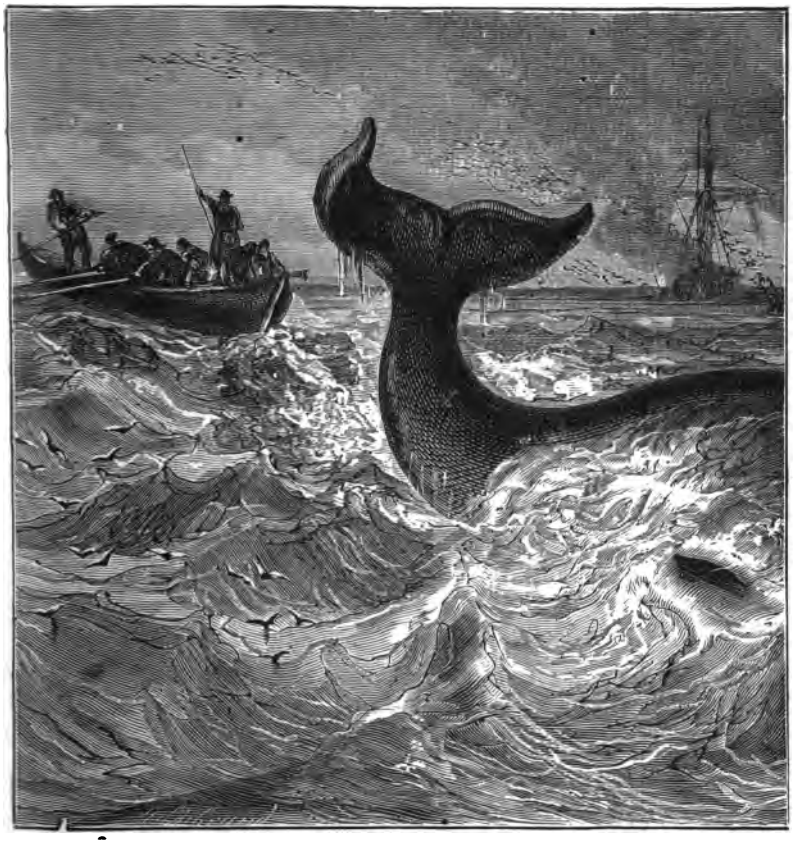
When it was known that one of the boats had got fast to the whale, it was deemed advisable to send a steam-tug to render assistance. Accordingly the steamer *Iron King* proceeded down the river, between twelve and one o'clock, having on board, amongst others, Captain Yule, the Dundee Harbourmaster, who is one of the most experienced whalers in the port. The steamer picked up one of the whale-boats that had got adrift, and overtook the other two boats, which were fast to the whale, in the neighbourhood of Buddonness Lighthouse, at the mouth of the Tay. The remaining whale-boat, which was not fast, was then sent forward to put a third harpoon into the whale. This

was easily accomplished, the boat going quite close, and sending the harpoon into the back of the shoulder. About half-past three o'clock n the afternoon, the harpoon line of the steam-launch was transferred to the *Iron King*, when steam was put off, and the whale got the whole weight of the tug to draw in addition to the two whale-boats and the steam-launch. Notwithstanding this extraordinary drag, the fish swam wildly about for a time. With the view of hastening its despatch, the boats went forward till quite close, and the seamen lanced the fish several times with hand lances, which were darted three feet into the monster. Blood was spouting in all directions from the wounds, and the water was quite red all round about the boats. For several hours it flurried about, at one time going up, and another down the river in the vicinity of the Tower Lights. At one time it rose under one of the rowing-boats, lifting it and its crew clean out of the water at one end.

Late in the afternoon, as darkness was drawing on, and there was no appearance of the fish getting exhausted, the steam-launch was despatched to Dundee for a supply of rockets and lances. Unfortunately, when this boat returned to the mouth of the river with the appliances, no trace of the tug and the boats could be found, owing to the darkness and the thickness of the weather. An effort was made to keep the fish inside the estuary, it being well known that if it got out to sea it would have fuller scope and more power. After several severe struggles, two of the harpoon lines parted, and this was all the more unfortunate for the whalers, as they had with them no other harpoons with which to make fast. After this it was resolved to let the fish tow, and take its own course. It then proceeded outside the river, towing the tug and the two boats; and about half-past six o'clock they crossed the bar of the Tay. As it took them over the Gaa Bank, on the north side of the river, there was a danger of the tug taking the ground, the water being shallow, and to avoid that risk the tug left the two boats to hang to the fish till it crossed again into deep water. In about an hour afterwards, when they were fairly at sea and in deep water, the tug was again made fast.

The course now taken was about east, in the direction of the Bell Rock. The Rock would have soon been reached but that the fish changed its course to a northerly direction, which was followed till about midnight, when they were almost off Montrose. Here it backed

about, and a southerly course was followed, the whale striking out for the Bell Rock again. The lighthouse was passed within about four miles, and the course was then south-westerly, continuing in this direction till within six or seven miles off the Carr Rock, at the mouth of the Firth of Forth. The fish turned again to the north, and held



IN PURSUIT.

on in this direction for some hours. At daylight in the morning a bar of iron four feet in length was placed in the harpoon gun, and fired into the monster's body. A couple of marling spikes were next discharged into it, and it received also a large quantity of iron bolts and nuts, being the last available ammunition on board. About eight o'clock the whale showed signs of exhaustion, turning from side to

side, and lying for a time quite level with the surface of the water. At this time the line was shortened to about 70 feet, and the capture of the fish was considered certain, as it was swimming slowly round and round the tug. Shortly, however, it showed reviving energy, and began to tow the tug again. About half-past eight o'clock, when about half-way between St. Andrews and the Bell Rock, the last harpoon line parted, and the fish was once more free, with the three harpoons in it and the piece of whale line attached. Steam was then put on the tug, and the whale was followed for a considerable distance, in the hope that a hold might be got of the end of one of the broken lines, but without success. The wind coming away from the east, the sea became rough, and the chase was reluctantly abandoned.

The whale was of the "hunchback" species, and a splendid sight of it was obtained at times from the steamer. It was calculated to be 60 or 70 feet in length, and provided with two immense shoulder fins, which would measure about 9 or 10 feet in length, the measurement from tip to tip being about 26 feet. This naturally gives the fish tremendous pulling power. The fins are wing-shaped, and serrated or scolloped on the under edge. The tail, which would measure about 15 feet across, is said to lie flat, and the monster frequently, during the time it was flat, showed the extraordinary power it had in this member.

It was computed that the whale must have towed the steamer between 40 and 50 miles, and this is allowing a small margin for the devious courses which it pursued. In addition, it pulled for six or seven miles the three heavy whale-boats before those on board the steamer took the fish in hand. The *Iron King* is a heavy iron boat of considerable power, and it is calculated that the big fish would have drawn behind it a dead weight of between 20 and 30 tons. The time the fish was fast was twenty-two hours.

To accompany the "Shipwrecked Mariner" Magazine
2°
4°
6°
WRECK CHART
OF THE
BRITISH ISLES
FOR

THE SEA AND ITS PERILS.

"Oh, many a bark, to that breast grappled fast,
Has gone down to the fearful and fathomless grave;
Again, crash'd together the keel and the mast,
To be seen tost aloft in the glee of the wave!"

SCHILLER.

WRECK REGISTER AND CHART, FOR 1881-82.*

YEAR after year the Board of Trade publishes a register of the wrecks occurring on the rocky and dangerous shores of the British Isles. This register silently places before us, in carefully-arranged tables, a terrible tale of disaster and loss of life; and were it not for the indisputable figures which give such painful prominence to the sad details, we should find it difficult to believe that our happy and "right little, tight little island" could be the centre of, not to say responsible for, so much evil.

On reference to the latest statistics, we find that during the year 1881-82 there were no less than 3,660 shipping disasters immediately around and on the coasts of the United Kingdom, exceeding the total of the previous year by 85, and resulting in the lamentable loss of 1,097 lives, the corresponding number for the year 1880-81 being 984.

This total of 3,660 wrecks includes all sorts and classes of maritime accidents, viz., wrecks involving total loss, partial loss, collisions, &c., and it is a matter for satisfaction to know that the cases of total loss

* From "*The Lifeboat, or Journal of the National Lifeboat Institution,*" with Chart, kindly supplied by the Institution.

declined from 705 to 606, and those resulting in loss of life, from 238 to 235, so that the remaining 3,054 casualties may be looked upon as less serious.

Notwithstanding all the improvements which have been made in navigation, and the increased care which is taken both at sea and on land to guard against and prevent accidents, there is little doubt that there must always be an immense destruction of ships and property on our coasts, accompanied by a corresponding loss of life. No pains should therefore be spared to reduce such casualties to a minimum. The latest published statement of navigation and shipping shows that the total number of vessels entering and leaving our ports, including the Isle of Man and the Channel Isles, last year, was 676,358, representing a tonnage of 139,443,791, and carrying on board not far short of 4,000,000 people. . . .

The 3,660 shipping disasters which occurred off the coasts of the United Kingdom during the year 1881-2, comprised 4,367 vessels. Unfortunately the number of ships is larger than the total of the previous year by 70; it exceeds the casualties reported, because in cases of collision two or more ships are necessarily involved in one casualty. Thus 686 were collisions, and 2,974 were wrecks and casualties other than collisions. 526 of these latter disasters were wrecks, &c., resulting in total loss; 719 were casualties resulting in serious damage; and 1,729 were minor accidents. In the previous year, 1880-81, the wrecks and casualties, other than collisions on and near our coasts, numbered 2,862, or 112 less than the number reported during the year 1881-2.

We observe here that out of the 2,974 casualties other than collisions, 2,623 occurred to vessels belonging to this Country and its Dependencies, and 351 happened to foreign ships. Of these 2,623 British vessels, 1,663 were employed in our own coasting trade, 720 in the (oversea) foreign and home trade, and 240 as fishing vessels. There were 8 casualties to ships belonging to foreign Countries and States employed in the British coasting trade, and 275 to foreign vessels which, although not engaged in our coasting trade, were bound to or from British ports; while there were 68 casualties to foreign ships which were not trading to or from the United Kingdom.

Excluding collisions, the localities of the wrecks are thus given:— East coast of England, 809; south coast, 586; west coasts of England and Scotland, and east coast of Ireland, 1,046; north coast of Scotland, 99; east coast of Scotland, 161; and other parts, 273; total, 2,974.

The loss of life, collision cases now being included, was as follows:— East coast of England, 289; south coast, 129; west coasts of England

and Scotland, and east coast of Ireland, 286; north coast of Scotland, 82; east coast of Scotland, 239; other parts of the coast, 72; total, 1,097. It will thus be seen that the greatest loss of life happened, as usual, on the east coast of England.

The annexed Wreck Chart will give at a glance a good idea of the disasters which have occurred on our coast during the year 1881-82, and at the same time suggest to us that, notwithstanding the valuable services of the life-boats and the rocket apparatus, very little can really be done to prevent shipwrecks, or to diminish them to any great extent.

In twenty-one years—between 1861 and 1882—the number of British and foreign ships that came to grief on our coasts, and from which life was lost, was 3,582, resulting in the loss of no less than 16,792 lives.

It is satisfactory to find that, excluding collisions, the number of total wrecks on our shores of English ships, caused either by the vessels being unseaworthy, or by the officers, pilots, or crews being ignorant or careless, has fallen during the last twelve months, in the first case from 34 to 20, and in the second case from 92 to 55; while the total losses occasioned by stress of weather have in the same period decreased from 319 to 276, and those arising from unknown causes from 95 to 93.

The number of casualties arising from the same causes during the year, and resulting in serious damage, is as follows:—Through defects, 24; errors, 116; stress of weather, 344; break down of machinery and explosions, 65; other causes, 66; and the cases of minor damage were, through defects, 104; errors, 182; break down of machinery and explosion, 79; stress of weather, 1,022; and accounted for by other causes, 177.

Excluding foreign ships and collision cases, 198 disasters happened to nearly new ships, and 400 to ships from 3 to 7 years of age. Then there were 502 to ships from 7 to 14 years old, and 919 to ships from 15 to 30 years old. Then follow 437 old ships from 30 to 50 years old. After passing the service of half a century, we come to the very old ships, viz, 40 between 50 and 60 years old, 26 from 60 to 70, 16 from 70 to 80, 5 from 80 to 90, 7 from 90 to 100, and 3 upwards of 100 years old; while the ages of 70 are unknown.

Without reckoning the collisions, 611 steamships, and 2,363 sailing vessels, were found to have been altogether lost, or damaged, on our coasts last year.

With regard to the 2,623 British ships which met with disaster, still excluding collisions, 1,399 did not exceed 100 tons burthen, 725 were from 100 to 300 tons, 168 were from 300 to 500 tons, and 330 were

above 500 tons burthen. Of the 444 British vessels totally lost, irrespective of collisions, 48 are known to have been built of iron; and of this number 36 were steamships, and 7 were sailing vessels.

The Wreck Register only gives the force and direction of the winds in 1,568 out of the 3,660 cases of the year; and in those cases we find that the winds that have been most fatal to shipping on and near the coasts of the United Kingdom during the year were as follows:—N. to E. inclusive, 234; E. by S. to S. inclusive, 257; S. by W. to W. inclusive, 739; and W. by N. to N. by W. inclusive, 338; total, 1,568.

As regards the force of the wind at the time at which the disaster occurred, 432 happened with the wind at forces 7 and 8, or a moderate to fresh gale, when a ship, if properly found, manned, and navigated, ought surely to be able to keep the sea with safety; while as many as 1,136 disasters happened when the force of the wind was 9 and upwards—that is to say, from a strong gale to a hurricane.

The accidents to ships in our harbours and rivers alarmingly increased last year, although, curiously enough, the number of total losses decreased by one-third. The numbers are as follows:—Accidents, 1,003, or 182 more than the previous year; total losses, 21, or 10 less than the previous year. Of these accidents, 690 were occasioned by collisions, 18 by founderings, 222 by strandings, and miscellaneous, 73.

The 1,003 casualties caused the loss of or damage to 1,761 vessels, of which 933 were British sailing vessels, 687 British steam vessels, 106 foreign sailing vessels, and 35 foreign steam vessels. The lives lost in these casualties were, happily, only 19.

As regards the collisions on or near our shores during the year, 44 out of the 686 were between steamers under way; 160 between steam and sailing vessels both being under way, and 76 between steam ships under way, and steam or sailing vessels at anchor. Careful attention should be paid to these figures, because it is hard to imagine a more fearful catastrophe than a collision at sea between two large vessels.

The Wreck Abstract again shows a very considerable increase in the number of lives lost during the year. Last year we recorded 984, now we have to report 1,097. Of these, 319 were lost in vessels that foundered, 77 through vessels in collision, 302 in ships stranded or cast ashore, and 300 in missing vessels. The remaining 99 lives were lost from various causes, such as through being washed overboard in heavy seas, explosions, &c. Of the 235 ships from which the 1,097 lives were lost, 215 were British, involving the loss of 1,021 lives, and 20 were foreign, causing the loss of 76 lives.

THE STORMS OF THE PAST QUARTER.

ALTHOUGH the last quarter of 1883 was distinguished by numerous gales of a minor character, there was only one of any really serious importance. This occurred on the night of the 11th of December, when an immense amount of damage was occasioned over the northern and north-western parts of the country. In the southern districts the gale suggested a comparison with the famous one of October, 1881, but in the west of Scotland and north-west of England it is reported to have been more severe than any since the year 1839. The distinctive features of the storm will be dealt with later on.

Taking the gales of the period in order of date, it appears that the first two were produced by a barometrical depression, which, instead of advancing towards our islands, as is the case with most of these disturbances, was actually formed over the north of England. The birth of the system occurred on the 3rd of October, its gradual entrance upon the scene being attended by thunderstorms and very heavy rainfall over our northern and eastern counties, as well as by a slight westerly gale in the Channel. On the evening of the 3rd, the young depression moved in a south-easterly direction to the Dutch coasts, and, as a quick rise of the barometer took place over England, fresh to strong northerly gales were produced on our east and south-east coasts. These were fortunately unattended by any serious maritime casualties, although they occasioned some little damage among the fishing fleets. During the afternoon of the 4th, the gale subsided, and nothing of any importance occurred between this date and the 13th of the month, when some rather deep depressions began to appear on our Atlantic coasts. The first of these occasioned a fresh southerly gale in Scotland and the west of Ireland on the 13th, while the second, which appeared on the latter part of the 15th, was attended by strong south to south-west gales on nearly all coasts. When this had passed away, a slight change took place in the general distribution of pressure over western Europe, the result being that the next two or three depressions made their appearance further north, and travelled in an easterly—rather than a north-easterly—direction. In the course of the 17th and 18th, two or three disturbances moved in this way, their progress being marked by fresh westerly gales on all coasts and exceedingly heavy rains. The combined effect of wind and rain was to produce very high tides and serious floods, especially along the river basins of Wales and the west of England. At Cardiff the water rose to such an alarming extent that all the houses in the lower parts of

the town were completely flooded, and in many other parts of Wales hundreds of acres of land were said to be under water. On the 19th the wind subsided, and the weather improved, and it was not until the 22nd that any further gale was experienced on our coasts. On the afternoon and evening of this day the passage of a depression along our extreme northern coasts produced a fresh south-westerly gale in Scotland. During the two following days other disturbances of less importance travelled in a similar manner, but the wind did not rise to anything more than a strong breeze. The last of the October gales, which occurred on the 25th, was by far the most severe observed during the whole month, although, happily, its effects were local. On the night of the 24th, a very serious depression advanced with unusual suddenness towards the north of Scotland, and in the course of the following day its movement was so rapid that, within the space of twenty-four hours from the time it first showed itself on our coasts, the centre of the disturbance was over the Baltic. As the depression came on, the wind in the north of Scotland freshened from the southward, but by midnight on the 24th it had veered to the westward and increased to a violent gale. Soon afterwards a further shift to north-west occurred, and squalls of hurricane strength were experienced at Wick. By midday, however, the wind had quite subsided. The gale, which was remarkable for its swiftness of approach, was confined exclusively to the north of Scotland, where some shipwrecks and loss of life were reported; in the more southern parts of the country the wind was fresh from the south-westward or westward.

The month of November brought several gales to our coasts, but none of them were of much importance. The first of these, which blew from the westward, was occasioned by a depression which skirted the north of Scotland on the 4th. The gale was of moderate strength, but prevailed on nearly all the British coasts. The second, which occurred on our southern coasts on the 5th, was due to the passage of a depression directly across Ireland and England. After this, nothing worthy of notice took place until the 17th, when a disturbance of increasing energy passed across England, occasioning a very sharp squall from the westward on the Hampshire coast. At Portsmouth the wind blew with exceptional violence, and considerable damage to property was reported. On the 18th a fresh southerly gale, veering to south-west, prevailed on our north-western and northern coasts, while on the 19th and 25th strong south-westerly gales were experienced in nearly all parts of the kingdom. Each of these was produced by depressions moving in a north-easterly direction along the Irish and Scotch coasts, and on the 27th and 28th similar changes were attended by south-westerly gales in the extreme west and north of the kingdom.

It will be seen that almost all the November gales were from points between south and west, and, as a natural consequence, the temperature for the month was unusually high. One peculiarity of the weather at this time was the frequency with which thunder and lightning occurred, especially in the western parts of the kingdom. In Ireland and the west of Scotland nearly every gale was preceded by these phenomena, and in those rare instances where the depression systems advanced over England, similar manifestations were observed over our southern counties.

The first of the December gales was occasioned by a depression which travelled in a south-easterly direction across Norway and Sweden. As this disturbance approached, fresh and strong breezes from the westward were experienced generally, but on the 3rd and 4th of the month, when the centre had reached the Baltic, the wind increased to a gale from the north-westward and northward. This gale was, however, not of sufficient strength to occasion much damage. On the 6th a fresh north-east gale, on the east coasts of England, was brought about by the appearance of a comparatively insignificant depression over Holland. Experience shows that gales from the northward or eastward may be produced by cyclonic disturbances of very much less importance than those which are required to give us winds of equal strength from a southerly or westerly quarter. In the case of storms from the eastward, the pressure changes are usually of a more or less insidious character, so that the gale will frequently creep on before sufficient time has elapsed for the weather observer to know exactly what is going on. As a matter of fact, storms from north or east are of such comparative rarity, that their characteristics have hitherto received less study than in the case of gales which more frequently arrive within the area of observation, the consequence being that in many cases the coasts affected do not receive so early a warning as might be desired. As time advances, more will, of course, be known as to their peculiarities, and the present difficulties will then disappear. The severe storm of the 11th of December was one of a more common description. The first symptoms of its approach were afforded on the afternoon of that day, when the barometer began to fall with some rapidity on our north-west coasts. As the evening advanced the fall became greatly accelerated, and in the course of the ensuing night a depression of unusual intensity travelled in an easterly direction, across the north of Scotland, at the rate of more than forty miles an hour. As the disturbance passed over our islands, the wind rose to a violent gale from the westward on all coasts, while slightly in the rear of the centre it blew with still greater fury from west-north-west over Scotland and the north-west of England. The amount of

damage occasioned was immense. The telegraphic system over the whole of the northern half of the kingdom was for some hours completely paralysed. In the north-western district dwelling-houses were demolished, trees uprooted, and ships driven from their moorings, while in the North Sea several fishing vessels disappeared, the destruction of property both on land and sea being attended by a lamentable loss of life. On the morning of the 12th the storm centre was found off the west coast of Denmark, and the wind in our islands was subsiding; but before many hours had elapsed other depressions showed themselves over the north of Scotland, so that, from the 12th to the 14th, fresh westerly gales blew with little intermission on all the more exposed parts of our coasts. The series of disturbances was brought to a close on the 15th, when a rather deep depression travelled across the northern parts of Ireland and England. In the front of this system the wind was of little strength, but on the 16th, when the centre had reached Holland, strong northerly gales and snow squalls were felt on all coasts. During the height of the gale, the Spanish steamer, *San Augustin*, caught fire in the Bay of Biscay, and, owing to the roughness of the sea, great difficulty was experienced in lowering the boats. This was at length successfully accomplished, but several of the crew simply escaped from the horrors of death by burning to meet their end in a watery grave, and were never afterwards seen. The only remaining storms of the quarter were three, which occurred in the west and north of Scotland on the evening of the 18th, the night of the 19th, and the morning of the 21st. These, which were all from points between west and north-west, were of no great severity.

In conclusion, it may be observed that the year 1883 was attended by its full complement of gales. The most serious were undoubtedly those of the 6th of March and the 11th of December. In the former case upwards of 300 men and boys perished in the North Sea, while in the latter, serious damage to life and property was reported from all parts of the country, as well as from the great maritime centres.

F. J. B.

*** The timely aid and relief to the shipwrecked sufferers themselves, or the suddenly bereaved and distressed dependents, directly or indirectly afforded, almost without exception, by THE SHIPWRECKED MARINERS' SOCIETY in London, and its 1,200 local Honorary Representatives and Agents at Home, Abroad, and in the Colonies, will be found included in the General Statistics of the Society's Work, as given, under the Society's Heading, at the end of each Number of this Magazine.

MARITIME NOTES.

"The Sea! the Sea! the open Sea!
The blue, the fresh, the ever free!"

PROCTER.

"Thou glorious mirror, where the Almighty's form
Glasses itself in tempests!"

BYRON.

SALVAGE FROM THE SEA.*

THE annual loss of wealth through shipwreck and the abandonment of seagoing vessels is incalculable, and our own coast is especially and unfortunately famous for disasters to both property and life entrusted to the wild mercies of the wind and waves. The Life-boat and the Rocket Apparatus do immense service in saving the precious lives of those who, either for pleasure or for business, "go down to the sea in ships" and are cast away upon the waters or among the rocks and quicksands of an unfriendly shore. Hitherto, however, but little of a really practical nature has been accomplished towards the rescue of the various treasures consigned to the merchantmen of which England boasts so large a proportion.

Year after year ships are lost on our coasts, freighted with rich cargoes of grain, or wool, or coal, or with any of the necessaries destined for the comfort and sustenance of mankind, which might, but for the lack of appliances, be restored to their owners, and made available for those to whose wants they were originally dedicated. Apart altogether from the cargoes, in very many cases the vessels themselves might, with much that they contain, be saved, and rendered

* From "*The Morning Post*."

once more useful as carriers to the most distant quarters of the world. What is required is an organisation that shall be ever prepared, at an hour's notice, to undertake the salvage of vessels and cargoes wherever and whenever such a work is feasible and needful. It is a surprising fact that no such system of salvage has been introduced round our coasts and elsewhere to cope with the business, which, if properly conducted, with suitable plant and efficient staff, would produce enormous results to those possessing the necessary appliances.

The tonnage of British-owned vessels is over 8,000,000 tons, and from the averages extracted from the Board of Trade Returns it will be found that upwards of 300,000 tons are annually totally lost, and over 2,000,000 disabled. From the same figures it is apparent that upwards of one half of the casualties occur on and around the British coasts.

The shipbuilding trade, it may be safely said, was never more busy than at the present time, and it is barely able to keep pace with the losses. Steamships are now practically floating workshops and hotels. They are fitted with costly machinery, a tithe of the cost of which would in former days have been sufficient to fit out a small fleet of coasters. They are elaborately furnished, and fitted with every appliance and comfort which modern skill can design and money can buy, and carry thousands of pounds worth of produce and cargo. In the space of a few minutes, in many instances, these costly vessels are sent to the bottom without any warning, and are irrevocably lost, yet we rarely hear of any serious attempt being made to recover either ship or cargo. The Clyde disaster is an instance of the hopeless state of our ship lifting and salvage appliances, when, in the heart of the British engineering and shipbuilding district, a vessel containing many lives was allowed, from want of appliances, to remain buried in the very highway of the river for weeks. The amount of grain cargoes lost in one year amounted to 24,000 tons, and these losses are gradually on the increase every year, still there is no specially adapted machinery or company to undertake the work.

There have been some indifferent attempts made at ship-raising and salvage, but the promoters have not been acquainted with their business, and have lost sight of the fact that in marine salvage, as in the case of fire alarms, prompt action, an efficient staff, and apparatus, are the essence of success. In order to keep up an efficient service and to be self-supporting, the organisation must have employment for the plant and men when not actually employed in salving operations, in which case they should be engaged in some kindred class of work which will in itself be remunerative. These facts have been carefully thought out and provided for by the General Marine Salvage Company, an undertaking which promises to revolutionise the present system of

rescuing both ships and their cargoes. The company propose to effect the salvage of vessels, whether wrecked on the coast, or derelict in the open sea, as in the case, to take a notable instance, of the *Cleopatra*, which was abandoned in the Bay of Biscay while conveying the famous Needle from Alexandria to England. They will also purchase wrecks and cargoes, a highly profitable business, repair damaged vessels, and, probably, employ any otherwise unoccupied time in the carriage of coal by the powerful steamers which will be specially constructed (drawing but little water) for the work of salvage.

Shipowners and underwriters, not to speak of agents and consignees, will hail with satisfaction the advent of a system which they have long desired, and which, for all practical purposes, will have no competition to contend with. No country in the world is more interested in the question of salvage than our own, which for many centuries has claimed a maritime supremacy, and whose ships are familiar visitors at Yokohama and San Francisco, at Archangel and Honolulu, in fact, wherever there is navigable water and a demand for merchandise. It is believed that the undertaking has been well considered in high quarters, and it is worthy of note that no less a person than an Admiral of the Fleet is chairman of the company referred to.

SHIPBUILDING IN 1883.—With the close of the year it may be well to give a brief glance at the results of the twelve months as regards British shipbuilding. To show the importance of the work that is being carried on in our shipbuilding yards, we may state that in rough figures it is estimated that the vessels launched during the year represent a capital of at least £19,000,000, and that in their actual construction some 62,000 men must have been employed, besides the vaster multitude engaged in mining, smelting, and manufacturing the iron, raising the coal, making the chains, sails, and rigging, and in finishing and engineering the vessels. In regard to the actual amount of tonnage turned out, 1883 surpasses any previous year. In the twenty-two ports in which ships are built in the United Kingdom, there have during the past twelve months been launched, by 124 firms, 888 vessels, with a total tonnage of 1,256,829 tons. This is an advance of 50,000 tons upon 1882, which was similarly ahead of all previous years. The prospects for the future, however, are not so bright as they were at the close of 1882. It is estimated that in the last three years over 3,000,000 tons of shipping, mainly steam, have been built in the United Kingdom alone; and for some months past the effect of this vast production has been felt upon trade, with the result that freights have become so depressed as to be at length barely remunerative. This has naturally told upon work in the ship-yards, till from all quarters reports now show that orders are scarcer, and that the vessels in course of construction are fewer in number than they were a year ago. The

Clyde still stands pre-eminently at the head of the tonnage-producing rivers. During the past year there have been launched from its banks 326 vessels—from the small pleasure yacht to the stately Atlantic liner—representing a total tonnage of 417,880 tons (about 288,000 tons of iron, and the remaining 129,000 tons of steel), or an increase of 29 vessels and 22,732 tons upon the previous year. Most of the great shipping companies have had vessels built on the Clyde during the year, a considerable proportion of the very largest size, the largest of all being the iron screw steamship *Oregon*, of the Guion Line, 7,375 tons, next to which is the steel screw steamship *America*, of the National Steamship Company, 6,500 tons. After the Clyde comes the Tyne (taking the place of the Wear, which the year before held the second place as a shipbuilding stream in the United Kingdom) with 169 vessels, and a tonnage of 216,573 tons, or an increase of 8,187 upon 1882. Nearly the whole of the Tyne vessels are cargo-carrying steamers, a large proportion of them being colliers, a description of vessel for which the river has made its name famous. The Wear, during the year, launched 126 vessels, representing 212,313 tons, or a little over 100 below the record of 1882. The Tees launched 44 vessels, representing 81,795 tons; West Hartlepool, 39 vessels, or 67,065 tons; the Mersey, 44,212 tons; Southampton, 34,831 tons; Hull, 19,542 tons; Dundee, 24,386 tons; Leith, 16,251 tons; Belfast, 41,111 tons; Whitby, 13,662 tons; and Barrow-in-Furness, 16,937 tons. Among the other places at which shipbuilding is carried on are Blyth, Chepstow, Whitehaven, Workington, Rye, Penarth, Newport, Aberdeen, Grangemouth, and Kirkcaldy. One fact emphasised by the returns for the year under review is that wood has practically, if not absolutely, gone out of existence as a shipbuilding material. Iron is now the general material of which vessels are constructed, though steel is year by year coming to the front. This is particularly shown in the returns from the Clyde. Very few years have elapsed since the first steel ship was launched on the Clyde. Four years ago the entire output of steel vessels was 18,000 tons. In 1882 the quantity had been increased to fully 100,000, and in 1883 it rose to 120,000 tons, or nearly one-third of the whole tonnage launched, the proximity of steel-plate works and the distance of the source of part of the supply of iron-plates undoubtedly contributing to that change. In the North-East ports the number of steel vessels built is much fewer. On the Tyne 12 vessels have been built of steel, and on the Wear four. But in the Scotch and Irish ports this material is being increasingly used, and in addition to the Clyde, Grangemouth and Belfast have used it largely. Another fact prominently brought out is that sailing are speedily giving way to steam vessels. Of the 326 vessels launched on the Clyde during the year 240 are steam and only 86 sailing, while on the Tyne not one sailing vessel was built, and on the Wear one only. Taken all round, the size of the vessels has increased, the Clyde still holding its own for vessels of the largest class.

DETENTION OF UNSAFE VESSELS.—A return has been issued by the Board of Trade, under the Merchant Shipping Act, 1876, of all ships

that have been ordered by them or their officers to be provisionally detained as unsafe during the year ending June, 1883, together with a summary showing the total number of ships ordered to be detained as unsafe since the passing of the Act of 1876. The number detained in the year ending June, 1883, for alleged defects in hull, equipments, or machinery, was 53, of which 52 ships were found unsafe, and in the remaining case the survey was pending. For alleged cases of overloading or improper loading, which are set down in the return as a separate class, 71 ships were detained, of which 69 were found to be unsafe, and two safe. Since the Act was passed a total of 530 ships have been detained for alleged defects in hull, equipments, or machinery, of which 511 were found unsafe, nine safe, and six were improperly detained. In the four remaining cases, the survey was pending. Under the heading of alleged cases of overloading or improper loading, 302 vessels have been detained, of which 298 were found unsafe and four safe. The return includes only ships detained as unsafe under the Merchant Shipping Act, 1876, and does not, therefore, include any ship detained for not being provided with proper lights and fog signals, or for not being properly marked.

SHIPPING TRADE.—Some interesting statistics have been prepared by a shipping journal at Marseilles, the *Sémaphore*, as to the shipping trade of the world. According to this return, Great Britain possesses 17,875 sailing vessels, with a total burden of 5,271,160 tons; the United States, 6,214, with a total burden of 2,000,218 tons; Norway, 4,003, with a total burden of 1,366,941 tons; Italy, 3,084, with a total burden of 915,019 tons; Germany, 2,614, with a total burden of 891 558 tons; Russia, 2,434, with a total burden of 452,316 tons; and France, 2,131, with a total burden of 468,272 tons. The countries which come next in order of importance are Sweden, Greece, Holland, Spain, Austria-Hungary, Denmark, Portugal, Turkey, and Belgium. Altogether there are 48,704 sailing vessels, with a total burden of 13,647,377 tons, showing a diminution within the last five years of 959 vessels and of 155,723 tons burden. Twenty-nine nations are classed as owning steamers, Great Britain having more than half of the whole number and two-thirds of the total tonnage. The number of steamers is given as being 7,764, with a gross burden of 9,232,006 tons, and a net burden of 6,037,164 tons, Great Britain owning 4,649, with a net tonnage of 3,822,708; France comes second with 458 steamers, of 444,265 tons net; the United States third, with 422 steamers, of 374,314 tons net; and Germany fourth, with 420 steamers, of 345,103 tons net. Next in order of importance come Spain, Italy, Holland, Russia, Austria-Hungary, Norway, Sweden, Greece, Egypt, Portugal, and Turkey. The increase in the number of steamers within the last five years has been 1,867, with 3,052,161 gross, and 2,015,295 net tonnage. Putting steamers and sailing vessels together, the total is 43,838, with a total burden of close upon 23,000,000 tons.

GALLEY HEAD LIGHT.—A short time since Mr. J. Henderson, the Secretary of the British Shipmasters' and Officers' Protection

Society, was requested to inspect the new light erected on Galley Head, and to report on its character and power to the society, the subject of lighthouse illumination at the present time occupying much attention. Mr. Henderson visited the light on the 10th of November, and has just presented his report. He speaks of the Galley Head Light, which is the largest in the world, as one of great efficiency and immense value to seamen, and, describing its character and power, says: "The light is group-flashing. A great beam is transmitted by annular lenses to the horizon every minute, and this beam, as it passes the eye, is broken up into a group owing to the momentary extinction and re-ignition of the light. The apparatus consists of 32 lenses, four tiers in height, and eight in each tier, the whole forming an octagon about 18 ft. high. The size of each lens is 3 ft. 1½ in. high, and 2 ft. 5¼ in. in breadth. The lenses are made in concentric rings, each circle being bevelled and ground according to the angle from the light. The lenses are of French manufacture. The light is produced by gas, there being four burners, containing sixty-eight jets each, of 1,253-candle power, 272 jets in all, being an illuminating power of 5,012 candles. The flame produced is optically about 13 ft. high, and equal in strength to 1,090,000 candles." It is the largest light yet erected, produces a truly glorious illumination, and possesses an amount of surface for illuminating haze and fog, which renders such a light of inestimable value to the mariner. The effect of the four burners acting through this great surface must be such that "when heavy fog prevails it may be quite possible for a seaman to observe the action of the groups on the fog when he may be quite unable to distinguish the direct beam from the lighthouse. In fine weather only one burner is used, but in case of thick weather, as the visibility diminishes, the others are lighted as required. The method adopted for extinguishing and re-igniting the gas for producing the flashes is exceedingly ingenious." After explaining that there are five retorts, one only being required to produce the gas for consumption, that there are two gasometers for storage, and that the gas is extracted from cannel coal, Mr. Henderson points out that in case of anything going wrong with the gas, provision is made by which the usual Trinity oil lamp can be applied in less than half a minute, and concludes by acknowledging the courtesy he had received from Mr. J. R. Wigham, of Dublin, the constructor of the light, and by observing, "In my opinion gas illuminants are as yet in swaddling clothes, and, if in their babyhood they have done such great things as at Galley Head, and are likely to do still more at Mew Island (where a remarkably powerful light is to be erected), what may we expect when maturity is reached?"

NEW ZEALAND "CAPTAIN WEBB."—Details of a remarkable swimming feat have just come to hand from Auckland, New Zealand. The facts, as stated in the local papers, are verified, if any such verification were needed, by private letters to the relatives and friends in this country of the hero of the exploit, long noted as a famous swimmer, namely, Captain Haultain, son of Colonel Haultain who

was formerly a British officer, but now for a great many years a well-known resident in the Colony. Captain Haultain, who is thirty-two years of age, and weighs, we are told, fourteen stone, commands a sailing vessel trading on the New Zealand coast. The night of September 9 was, it appears, an excessively stormy one, a strong gale blowing from the east-south-east, dark, rainy, and unusually cold. About 2 a.m. his ship was making for the entrance of the Whangarel Harbour. The captain himself was upon the deck, occupied with some alteration of the rigging, and, while clearing away some ropes, was caught by the peak "down haul," and flung clear of the ship into the raging sea. Captain Haultain had on at this time a heavy overcoat, high sea boots up to his thighs, two pairs of trousers, two shirts, and two undershirts. Taking it for granted that a boat would be sent back to look for him as soon as possible, he swam with these appalling encumbrances upon him, as near as he could tell, for about half an hour in the wake of the ship, coo-eeing after the fashion of Antipodeans by land and sea. No boat, however, appearing, he felt that his only chance was to strike out for the shore. At that time he was no great distance from the Frenchman at the mouth of the harbour, and he succeeded in stripping himself of his load of clothes and of his long boots, an operation which in itself must have been exhausting enough, necessitating as it did frequent dives. To make the nearest land he soon found was hopeless, on account of the strong ebb tide that was running, and he had nothing for it but to head for the opposite shore of the harbour, three miles distant, which two or three lights made visible through the darkness. This extraordinary feat—extraordinary, that is, when the circumstances are considered — he succeeded in accomplishing, and he was picked up, after being three hours and a half in the water, clinging to the beach with his hands, half senseless, his legs having lost all power of action, and the surf breaking over him. In the meantime his men on the schooner had lost no time in putting off a boat to the rescue of their captain. After rowing for some time they gave up the search as fruitless, and, the boat being small, were themselves in no great security. The schooner, left short-handed, was driven ashore upon the same beach as its captain, some time before the latter, and the boat, heading for the same point, was capsized in the surf, the men struggling ashore as best they could, though without loss of life. They remained upon the beach about three hours, till daylight showed them where they were. Travelling then along the shore in the direction of the nearest house, they heard cries as if from a man struggling in the water, and eventually found their gallant captain in the surf, as before described. The force of the sea that was running all through that night, say the local accounts, may be realised by the fact that the vessel was driven so high and dry upon the beach that at high tide it was possible to walk up to her dry shod.

MISCELLANEOUS JOTTINGS.

"Here a little, there a little."

"O Reader! had you in your mind
Such stores as silent thought can bring,
O gentle Reader! you would find
A tale in everything."

WORDSWORTH.

"WHEN THE SHIP COMES HOME."*

NOT even the most hasty reader of the abundant Christmas literature, which now literally overflows on every side, can fail to notice how largely the feeling expressed in the phrase, "When the ship comes home," enters into its construction and subject-matter. The greater number of its typical stories, both in prose and verse, are based upon the home-coming of some wanderer—a sailor by preference—or the fruition of some idea or event; so that we are not only steeped, so to speak, in the general atmosphere that surrounds the expression, but are taught to feel that, of all times and seasons, Christmas is emphatically the one when our ships do sail triumphantly into harbour, and cast anchor in the desired haven. English ears, indeed, are sufficiently familiar with the saying all the year round. The fulfilment of many of the most cherished fancies and aspirations of childhood frequently hinges upon the occurrence of the event; and the autumn sojourn at the sea-side or the Christmas visit to the pantomime, the birthday gift or the domestic festival, is often made strictly conditional upon the due arrival of one of those deeply-laden vessels so thickly scattered upon

* From "*The Globe.*"

the great ocean of time. So far, indeed, is the phrase from wearing itself threadbare, that when we ourselves develop into the character of the bachelor uncle, or graver paterfamilias, we dwell with unabated ardour on the consequences that will follow upon the safe arrival of our own argosies in the port of their consignment. So long as hope continues to spring in the human breast even the most weather-beaten among us will conceal, in a corner of his heart of hearts, a little ship of his own, which he can by no means cease dwelling upon. But it is interesting to trace the process by which the expression in question has become interwoven with the tissue of our national life and feeling.

There is, perhaps, nothing to which the human sign manual can be set so impressive as a first-rate modern ship, as she rides in quiet majesty upon the water, fully equipped for her voyage, and waiting only her captain's command to become emphatically a "thing of life." In her construction, science and money have gone hand in hand with the results of thousands of years of experience. The good ship is certainly the most wonderful of human achievements; and yet, as she departs on her voyage, and we watch her till "hull-down" on the horizon, it is impossible to escape from the seasonable reflection of our own insignificance. Man having done his utmost in every direction, a large measure of "trust" has to be added before the mighty venture puts out to sea. But this ship will certainly be "spoken" more than once on her course; the ocean highway is populous with sister craft; her safe arrival in port will be "cabled" within an hour or two to those who wished her "God speed." Nevertheless, until this event has happened, hope, and even confidence, is tinctured with anxiety. There is little wonder, therefore, that, to the ancients, the sailing of a ship was the most important and enterprising of any venture that could be undertaken. At anchor she was regarded as the emblem of security; but as she vanished from sight not all the offerings to her tutelary deity could appease the kind of superstitious awe called forth by her departure to a distant shore. For it was as submitting them to the terrors of the unknown that shipwreck was contemplated by the ancients as the most dreadful of all calamities. "What kind of death," asks Horace, "could affright him who has beheld the sea-monsters swimming, the sea raging, and the death-dealing rocks of Acroceraunia?". And the only possible period to this interval of suspense was—when the ship came home.

But how widespread would this feeling be in a nation whose every frontier town was a seaport, the interests and aspirations of whose inhabitants were naturally centred in and expressed by the figure of a ship. The busy craft were continually spreading their wings and

sailing away; but their return was by no means assured, and the phrase, "When the ship comes home," was but too often a cover for the heart-sickness of hope deferred which must have been the inevitable lot of many a merchant-trader of Old England. Nor do we always realise how frail and inadequate were the majority of those ancient structures in which British pluck and endurance were content to brave the wonders of the deep. The "vessels of burden" which preceded our first double-decked ship, the *Great Harry*, of Henry VII.'s reign, were really of the most crazy and inconvenient description, and for centuries little advance was made in the type of vessel which all civilised countries appear to have borrowed from the nations bordering upon the Mediterranean. The Genoese and Venetians, followed by the Flemings and Spaniards, took the lead in the one matter of size; but beyond this it was scarcely possible even for a critical eye to single out, in a squadron collected from different parts of Europe, each ship according to its nationality. The old shipbuilders were, perhaps, wisely opposed to the principle of putting "too many eggs in one basket," for their ships were certainly not remarkable for their dimensions. Generally much shorter than "galleys," their sterns and prows were habitually higher than the midships; one mast was the usual complement, two being hardly ever exceeded. The sails were all "square," with yards like those of a modern lugger, which formed, presumably, a sufficient rigging in days when sailing otherwise than before the wind was an unknown art. Nevertheless, in such puny ships, so inadequately provided for the contest with emergency, the mariners of old laid the foundations of England's maritime story. What wonder that the argosies entrusted to them, whether of brave lives or precious merchandise, were waited for with keen and terrible anxiety? What wonder that those who had embarked their all in such a precarious enterprise should have, with ever latent fear in their hearts, the constant phrase upon their lips, "When the ship comes home?"

With an allusion so characteristically ingrained therefore in an Englishman's nature, it is not surprising if the feeling at its core should burst into bloom at the season of Christmas. That this sentiment does instinctively make its way into the class of modern literature associated with the Christmas festival is beyond question. And, whether the vessel of the figure does, or does not, actually about this time "come home," there is manifested a prevailing disposition to act as if it had. Our own personal venture may not, perhaps, have turned out quite so profitably as we had fondly imagined it would, but there is no need to damp the expectations of those whose lesser pleasures are dependent upon it. In a delightful little poem, Mrs.

Hemans assigns, as the reason why with all our soul we follow a particular bark's lone way, the fact that "human hearts are there." It is for the sake of these, indeed, that we should especially watch for the good ship's return, and to bestow any increase of hope or comfort upon the superannuated voyagers of former years is the most significant thanksgiving to be rendered by those who can aver just at this season that their ship has in reality "come home."

WILD ANIMALS IN INDIA.—An official paper states that the number of wild animals killed in the Madras Presidency, during 1882, was 2,055, which largely exceeded the number of the previous year, which was only 1,429. The items were composed of three elephants, 278 tigers, 1,205 panthers and leopards, 215 bears, 24 wolves, 289 hyænas, 41 not named. The wolves form a rather unpleasant feature in the list, as 1,714 cattle were killed by them, and the Government complains that only 24 were got rid of in 1882, against 26 in 1881. They do not, however, attack human beings, as leopards and panthers do, though in Northern India they sometimes carry off children. Elephants are not now allowed to be destroyed, except under special circumstances. One was shot in the district of Coimbatore, which had been for some time a source of danger to the villagers and their crops, and a reward of Rs. 200 was granted, and the tusks allowed to be retained as a trophy. The number of persons killed by wild animals and snakes is still very large, viz., 1,195, although there is a slight diminution on the record of the previous year, which was 1,302. The number killed by elephants was five; tigers, 206; panthers and leopards, 28; bears, 11; other animals, 25; snakes, 920, though there is little doubt but that the deaths from snake bites are in reality far more numerous. The number of cattle destroyed was 9,703, against 8,938 in 1881, tigers having accounted for 3,271, leopards for 3,839, and wolves for 1,714. No less than 176 persons met their deaths by tigers in the one district of Vizagapatam, and the Government offered rewards of Rs. 100 for every tiger. The Board of Revenue is dissatisfied with the present rate of payment, and observes that at the very moderate estimate of Rs. 20 a head, the 9,703 cattle destroyed by wild beasts represented a loss to the cultivators of about two lakhs of rupees, or between four and five times as much as the Government has expended in the destruction of these animals, and this loss is calculated to be annually recurrent.

ART.—"The relation of Oriental to English Art: its limitation and application," was the subject of a paper read at the last Congress of the Social Science Association, at Huddersfield, by Mr. A. H. Mackmurdo. He said: "The essential characteristic of Oriental art is that of its simple melody of colour. It is a mosaic of bright spangled tints, full in body and rich in tone, divided generally by bounding lines of black, gold, or white; yet each space of colour of such a size that this outlining never interferes with the visual

overlapping of colours, to which the exquisite harmony of the whole is chiefly due; the patterning, however, is of geometrical character, the treatment of foliage childishly imitative, the animals and figures grotesque, as in all primitive and immature art. Occidental art, specially English, is strong in form, the vehicle of feeling and thought. It has a unity, concentration, complexity, and intellectuality not found in any other art. The English designer always has a leading motive and intensity of feeling. And now, in colour, we can surpass the Eastern in management of silver greys and complex tints. These differences are the result of climate, which in the one case makes the eye insensitive to any but the brightest colours, and greatly affecting the mind through the quality and quantity of work it necessitates. We might well learn from the Oriental how to add to our rarer qualities of form and sentiment of design, to our tender harmonies of grey and solidity of tone, a more telling and cheering effect of richer colouring, as the Eastern may in turn profit by study of our more perfect unity and sequence of design. But we must all deprecate the common habit of stealing fragments of foreign art, and introducing them into work of our own devising. We should study and not steal our art, passing all through the alembic of our own mind; and doing this, we may augur a fairer future for England's art than any country has yet enjoyed."

GEYSERS OF THE YELLOWSTONE.—*Engineering* says:—"A report has been published on the thermal springs and geysers of the Yellowstone district, which is now attracting so much attention through the opening of the Atlantic and Pacific Railway, and President Arthur's visit in person to the remarkable region. The total number of hot springs in the National Park is about 3,000, of which about 70 are geysers. The following throw up water to a height of 200 feet or beyond:—The Giant, 200; the Castle, 200; the Grand, 200; the Giantess, 250; and the Beehive, 230. The jet of 'Old Faithful' is 150 feet. The theory of Bunsen as to the action of geysers is in the main accepted by the report, but explanation is required for some observed phenomena. For example, in Old Faithful and Beehive the action is simple, and consists of a water eruption in successive jets, which follow each other rapidly without a succeeding period of steam emission. In Castle Geyser, on the other hand, the water eruption is followed by a steam period of considerable length. In all others, under each of these divisions, the water period is broken into a number of water ejections, with varying intervals of minutes or hours, while the regular intervals in the water period is a day to several days.

SAVINGS BANKS.—Some interesting statistics in connection with the savings of the people appear in the annual return of savings banks by Sir C. Rivers Wilson, the Comptroller-General. Throughout England and Wales there are 344 banks, which at the close of November, 1882, had 1,172,167 accounts remaining open. There was then owing to the depositors nearly £35,000,000. Scotland has 53 banks, which had 303,391 accounts open in November, with upwards of £7,000,000 owing to

depositors. The number of accounts, and the amounts deposited, when compared with the number of banks, were considerably larger in Scotland than in the southern part of the kingdom. In Ireland the accounts and money are still smaller in proportion, for while she had 31 banks, she had only 52,161 accounts, with £2,085,413 due to depositors. For last year alone, however, the average amount of receipts from depositors was largest in Ireland, or £6 1s. 1d.; while in England and Wales the average was £4 8s.; and in Scotland, £3 4s. 10d. In England and Wales the average amount of payments to depositors was £8 1s. 6d., in Scotland it was £5 18s. 7d., and in Ireland £7 8s. 7d. The rate of interest paid to depositors averaged in England £2 14s. 6d., in Scotland £2 14s. 1d., and in Ireland £2 13s. 2d. With regard to annuities, since the commencement of the banks 10,025 annuities have been granted in England for life, and 282 for terms of years; in Scotland there have been 1,603 life annuities, and only seven others; in Ireland the numbers were smaller still, viz., 269 life annuities and nine for special terms. The total amount represented in the annuities is about a quarter of a million sterling.

EXTINCTION OF THE MASTODON.—Professor John Collett's Geological Report of Indiana, for the year 1880, states that the mastodon was in existence in North America much more recently than is generally supposed. Thirty individual specimens have been discovered in Indiana, almost always in marshes, ponds, or other miry places, indicating at once the cause of the death of the animal and the preservation of the bones from decay. Spots of ground in this condition are found at the summit of the glacial drift or in old beds of rivers which have adopted a shorter route and lower level; consequently their date does not reach beyond the most recent changes of the earth's surface. A skeleton has been discovered in excavating the bed of the canal, a few miles north of Covington, Fountain County, in wet peat. The teeth are in good preservation, and it is stated that when the larger bones were cut open, the marrow, still preserved, was utilised by the bog cutters to grease their boots, and that pieces of sperm-like substance, two-and-a-half inches to three inches in diameter (*adipocere*), occupied the place of the kidney fat of the monster. During the summer of 1880, an almost complete skeleton of a mastodon was found six miles north-west from Hoopston, Iroquois County, Illinois, which practically settles the question not only that it was a recent animal, but that it survived until the life and vegetation of to-day prevailed. The tusks formed each a full quarter of a circle, were 9 ft. long, 22 in. in circumference at the base, and in their water-soaked condition weighed 175 lb. In the same bed of miry clay a multitude of molluscs was collected. These molluscs prevail all over the States of Illinois and Indiana, and parts of Michigan, and show conclusively, says Professor Collett, that the animal and vegetable life, and consequently climate, are the same now as when this mastodon sank in his grave of mire and clay.

COREA AND THE COREANS.—In view of the announced negotiations of a new treaty between England and Corea, it is interesting to note that

Mr. Lucius H. Foote, United States Minister to Corea, has just sent to the Department of State at Washington a voluminous report upon Corea and the Coreans. Since 1636, when Corea was subjugated by the Chinese, she has enjoyed a profound peace. Every year an embassy goes to Pekin with certain gifts, and brings back the Chinese calendar. To receive this calendar is an act of dependency, and if it is not used the neglect is regarded as an act of treason. It is necessary to report to the Chinese Emperor the accession of a new king to the throne, and to obtain his sanction to the same. The present population is estimated at 11,000,000, and the number of houses at 1,700,000. There are numerous private schools, but no general school system. The learning of the country is the learning of China. Titles to the landed estates are derived from the Government, and are carefully registered in local offices. The tenure depends upon the payment of taxes. The only coin of the country is the copper cash, 525 of which are equivalent to one Mexican dollar. According to official accounts there are 1,800 000 enrolled militia in the country, but this must be a gross exaggeration. Such militia as there are, are unaccustomed to drill, and are without arms. Wild animals, such as tigers, leopards, bears, and wild boars, abound in the mountains, and pheasants, waterfowl, and other game birds are abundant. Of the domestic animals, the bulls and cows compare favourably with those of America. They are well bred and are used as beasts of burden. The horses are very small and inferior, and the swine are poor and ill-favoured, while goats and sheep are scarcely ever to be met with. Fruit is plentiful, Mr. Foote having seen in the markets apricots, nectarines, peaches, plums, apples, pears, and several kinds of berries. The fruit, however, is not of a fine quality, and vegetables are also poor and limited in quantity, the potato being unknown. Mines of gold, silver, copper, iron and lead are said to exist in various parts of the country. With regard to other products, in the north they embrace wheat, barley, rye, cattle, ginseng (a Government monopoly), herbs, dried fish, honey, tiger and leopard skins, furs and hides; the central and southern districts produce rice, silk, cotton, hemp, tobacco, wheat, corn, barley, beans, millet, dye woods, fruit, vegetables, cattle and hides. The manufactures include silk, cotton and linen cloths, iron and stone ware, pottery, hats, shoes, paper, mats, fans, screens, combs, pipes, brushes, tiles, furniture, mechanical and agricultural implements, &c. Cloths are woven in handlooms, and pottery is made by use of the wheel. Corean women, married and unmarried, are kept in great seclusion. Marriage is a matter of negotiation between the parents or friends of the parties, and is often concluded in childhood. Unmarried men are distinguished by the method of wearing their hair hanging down in queues. The women's dress consists of broad trousers divided below the knees and fastened at the ankles, and over this a short jacket and skirt. Smoking is a universal habit amongst the population of Corea, and one to which both sexes are addicted.

QUIET THOUGHTS FOR QUIET HOURS.

"Pii orant tacite."

"The turf shall be my fragrant shrine:
My temple, Lord! that Arch of Thine;
My censer's breath the mountain airs,
And silent thoughts my only prayers!

My choir shall be the moonlit waves,
When murm'ring homeward to their caves,
Or when the stillness of the sea,
Ev'n more than music, breathes of Thee!"

MOORE.

THE TALE OF LIFE.

HUMAN life is well compared to "a tale that is soon told." And certainly, it is a tale of varied interest, a tale of the highest import, a tale which each individual tells for himself—tells in the audience of men, and of angels, and of Heaven. And it is a *brief tale:* three-score years and ten at longest, and very seldom as long as that.

Half of the human race die in infancy. These are the snow-drops that beautify the early spring, but do not survive its frosts. A great many persons end the story amid the green leaves, and unfolding blooms of youth; and many more just as the fruit of manhood is goldening and ripening. Only a few continue the story through the vintage and reaping of autumn, and on into the winter of snowy locks and trembling limbs. However long life may seem as we look forward to it in youth, as we gaze up the sober heights that rise before us in the blue distance; yet, the general experience of old men is, that it is short in the retrospect. And even if the tale sometimes seems long in the telling, because of the weary hours of sorrow we may have passed

through, or because of the sad reverses and changes that may have fallen to our lot; still, when it is well nigh told, it appears but as the flight of an arrow. And the prevailing feeling in the breasts of our aged friends, is the brevity of life.

But let us not forget that the story of our life is not to be measured by the time that we live; but by our goodness, and by the amount of service that we crowd into it. The good and useful life is the really long life, though it may not exceed a third of three-score years and ten. We live not in days and years merely, but in pure thoughts, and noble activities. Old Ben Jonson sings:—

"It is not growing like a tree
In bulk, doth make man better be;
Or standing long, an oak three hundred year,
To fall a log at last, dry, bald, and sere:
A lily of a day is fairer far in May;
Although it fall and die that night,
It was a plant and flower of light.
In small proportions we just beauties see,
And in short measures life may perfect be."

And Bonar's lines are profoundly true:—

"He liveth long who liveth well;
All other life is short and vain:
He liveth longest, who can tell
Of living most for Heavenly gain."

ART OF GIVING.—Of the numberless forms of charity, "Giving" is the most practical, and when properly directed, the most beneficial Advice to the perplexed, commiseration with the bereaved, and sympathy with the suffering, are graceful acts emanating from a benignant soul; but unaccompanied by practical benevolence, they avail but little. "He who gives fair words feeds with an empty spoon," says an Italian proverb. It were veriest cruelty to read the miracle of the five loaves to the man needing bread, or that of making the lame man to walk at the Pool of Bethesda, to one anguished with bodily suffering, waiting surgical aid. It must be "*food* to the hungry," "*healing* to the sick," in obedience to the stern practical conditions of existence. But we cannot chide ourselves for want of obedience to the divine law of charity. With justifiable pride we may reflect on our national benevolence, as having gained us a worthy distinction among the nations of the earth. However deep distress becomes, English hearts have still a deeper depth from which to draw compassion. Famine, wars, and the elements combine in desolating homes, and creating human misery, and from the four corners of the globe comes the cry for succour, and an impulsive response, a very tidal wave of benevolence, rolls forth. We stay not to inquire as to colour, creed, or political relation-

ship, enough that humanity suffers. At home our charity is dispensed with the same open hand, and in this very fact lies the need for cultivating what we have termed, the "Art" of giving. Give, but give wisely. If we credit an old axiom, reckless almsgiving is responsible for the existence of one-half of itself. There is no agency for good without its infusion of evil; but shams under charitable guise will continue to thrive more than need be while discrimination is wanting on the part of the public. It is a wrong done to honest distress that the designs of ingenious tricksters should be fostered and fertilised by blind giving.—*The Philanthropist.*

POWER OF SUNSHINE.—From an acorn, weighing a few grains, a tree will grow for one hundred years or more, not only throwing off many pounds of leaves every year, but itself weighing many tons. If an orange twig is put in a large box of earth, and that earth is weighed when the twig becomes a tree, bearing luscious fruit, there will be very nearly the same amount of earth. From careful experiments made by different scientific men, it is an ascertained fact that a very large part of the growth of a tree is derived from the sun, from the air, and from the water, and a very little from the earth; and, notably, all vegetation becomes sickly, unless it is freely exposed to sunshine. Wood and coal are but condensed sunshine, which contains three important elements, equally essential to both vegetation and animal life—magnesia, lime, and iron. It is the iron in the blood which gives it its sparkling red colour and strength. It is the lime in the bones which gives them the durability necessary to bodily vigour; while the magnesia is important to all the tissues. Thus it is that the more persons are out of doors the more healthy and vigorous they are, and the longer will they live. Every human being ought to have an hour or two of sunshine at noon in winter, and in early forenoon in summer.

SPARE MINUTES.—Spare minutes are the gold-dust of time; and Young was writing a true as well as a striking line, when he affirmed that "Sands make the mountain, moments make the year." Of all the portions of our life, the spare minutes are the most fruitful in good or evil. They are the gaps through which temptations find the easiest access to the garden. Now it is precisely during these little intervals of idleness or amusement, that the good angel of literature—of literature baptized by religion—waits upon those whom he loves, and who welcome his visits, with some flower to charm their senses, some song to soothe their ear, or some precious stone to delight their eyes. Spare minutes occur in every portion of the day, but they never come with a sweeter influence than in the hour of twilight. These winter spare minutes are the harvest-homes of memory. Thoughts that have been gleaning in distant fields during the day now bring back their little sheaves to the garner.

ANTHROPOLOGY.—In a lecture on "Mental Powers," being the fifth of a series on "The Scientific Study of Man," lately delivered at the London Institution by Sydney B. J. Skertchly, Esq., F.G.S., the

lecturer began by remarking that it was in the mental power that man so vastly transcended all other animals; but even here it was a difference of degree and not of kind. The mental powers of the lowest fishes differed from those of the higher apes quite as much as we differed from them; but whereas in all other cases the mental were subjected to the physical powers, in man the opposite took place, and so grand were these powers, that he was able to dispense with some of the physical gifts he once possessed. He no longer required personal speed, for he had adapted the speed of the horse and even the force of steam to his own ends. His eye was not so keen as the eagle's, but the telescope and microscope gave him ranges far beyond those of Nature. Evolution no longer worked chiefly upon man's body but upon his mind, and the law of evolution was the weeding out of the weak and useless. But in our higher development it was not a law that the great and good must survive; for the gross and evil might thrive also, and the overthrow of civilisation showed us this had often been the case. What was true of masses was equally true of individuals, and a sturdy ruffian's chance was about as good as that of an ordinary member of society. The law of heredity held rigidly true in mental as in moral matters. A man was not a separate individual, but the sum of the experiences of a long ancestry, and happy was he whose progenitors had excelled in moral virtues. Instincts and habits were the rendering automatic of once voluntary actions, and these were most readily inherited. Hence it depended upon whether acquired habits were good or evil as to whether a race should improve or decay, and not upon the race peculiarities themselves. The lowest race, now only represented in the degraded hill tribes of India and the native Australians, once swayed the world as the ancient Egyptians; and but a few years ago the foremost place was held by the dark white races as it is now by the fair whites. It behoved us then to cultivate our higher qualities, not only for ourselves, but also for the community; and to do this we must find time for reflection, and not give up all to the mad race for gold. The noble sympathy now awakening for our wretched, vicious, and poor, was a great step in the right direction; for as we increased the average happiness we increased our real strength. Anthropology impressed us with the absolute physical necessity of well-doing, and as such possessed higher claims than any other branch of science. Mr. Skertchly's closing lecture was upon "Civilisation," which, he explained, dealt with communities much as heredity dealt with individuals. Viewed on a broad scale, a community behaved like a single organism. We can study the laws effectively only by commencing as far back in time and as low down in development as possible; and researches of this nature show us that man's history, as a whole, has been one of advancement, though not of unchecked progress. Some races, such as the Australians, seemed to have remained in about the same mental state as the earlier Palæoliths, while the more civilised American Indians are near the Neolithic stage. Signs of degeneracy are frequent in races, but are only local and partial, a residuum of culture remaining to carry on the race to higher standards. Still we must admit that

our own is not the highest form of culture that has existed; for the Attic Greeks, 2,300 years ago, certainly passed us, not only in average intelligence, but in absolute power of original mind. It behoves us to strive to alter this condition of things, and this can be accomplished only by a true and high moral and intellectual training.

SATISFACTION. — In reference to happiness, a man only has what he can use. If he possesses a thousand pounds which he cannot use, it matters not, as to the benefit he derives from it, whether it be in his coffer or in the bowels of the earth. When his wants are supplied, all that remains is only to keep or to give away, but not to enjoy. What is more than serviceable is superfluous and needless, and the man is only rich in fancy. Nature is satisfied with little; it is vanity, it is avarice, luxury, independence—it is the god of this world that urges us to demand more.

THE CONFLICT.—Considered as a state of probation, our present condition loses all its inherent meanness; it derives a moral grandeur even from the shortness of its duration, when viewed as a contest for an immortal crown, in which the candidates are exhibited on a theatre, a spectacle to beings of the highest order, who, conscious of the tremendous importance of the issue, of the magnitude of the interest at stake, survey the combatants from on high with benevolent and trembling solicitude.

STORY OF A YEAR.

LITTLE battles thou hast won,
Little masteries achieved,
Little wants with care relieved,
Little words in love expressed,
Little wrongs at once confessed,
Little favours kindly done,
Little toils thou didst not shun,
Little graces, meekly worn,
Little slights with patience borne—
These shall crown thy pillowed head,
Holy light upon thee shed;
These are treasures that shall rise
Far beyond the smiling skies.

THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.

"There is Sorrow on the Sea."

THE SOCIETY'S PROCEEDINGS.

ANNUAL GENERAL MEETING.

THE Forty-fourth Anniversary of this Royal National Benevolent Society (postponed from the month of July, in consequence of the sudden death of His Grace the late Duke of Marlborough, the then President of the Society),* was, by kind permission of the Court of the Worshipful Company of Fishmongers, held at Fishmongers' Hall, London Bridge, on Monday, December 17, 1883; the Prime Warden of the Company, Alderman Sir THOMAS DAKIN, in the chair.

A very considerable number of influential friends and supporters of the Society were present on the occasion, including several officers of the Royal Navy and the Mercantile Marine, with a large number of sailors, &c.

Among the apologies for non-attendance was one from Vice-Admiral H.R.H. the Duke of Edinburgh, the new President of the Society, whose appointment to the command of the Channel Squadron had necessitated His Royal Highness's absence from the chair. The Duke

* See special reference to this sad event at pp. 312 and 314, under the Society's Heading in the last Number (October, 1883) of this Magazine, Annual Volume, No. xxx.

of Buccleuch (one of the Vice-Presidents), with other noblemen, and the Baroness Burdett-Coutts, Mr. E. Birkbeck, M.P., Alderman Nottage, the Rev. Canon T. Scott, and many others, were also unable to be present, and in various instances forwarded valuable Contributions to the Society's Funds, as duly announced by the Chairman.*

In opening the proceedings of the Meeting, Alderman Sir THOMAS DAKIN, as Chairman, said :—

It is usual to commence the business of these Meetings by offering prayer to Almighty God, and I therefore call upon the Rev. James White, M.A., Head-master and Chaplain of the Royal Naval School, New Cross, to do so.

The Rev. JAMES WHITE then read the subjoined Form of Prayer, authorised and adopted for the use of the Society :—

FORM OF PRAYER.

Used at the opening of the General and Committee Meetings of The Shipwrecked Fishermen and Mariners' Royal Benevolent Society.

ALMIGHTY, everlasting, and merciful God, our Father in Christ Jesus, Thou hast created, and Thou upholdest all things: the heavens and the earth are Thine, and the great and wide sea is the work of Thy hands. At Thy command the "stormy wind ariseth," the "waves lift up their heads," and they that "go down to the sea in ships" are exposed to shipwreck and to death. We acknowledge Thy supreme right, O Lord, to order all things according to Thy will; and we bow with resignation to those dispensations which often render the fisherman and mariner destitute, the wife a widow, and the children fatherless.

But we know Thy mercy and love; Thou art revealed to us in Christ, with the attributes of saving power and loving-kindness; we humbly pray Thee, therefore, to bless our efforts, and those of all kindred Institutions, while we endeavour to be the humble instruments in carrying out Thy purposes of mercy towards suffering humanity.

Bless us, and all connected with us, with courage, energy, skill, and liberality, in our attempts to save the lives of our fellow-men; and, when all human means may fail, enable us to alleviate calamity and loss by timely and sufficient relief to the objects for whom we labour.

Forgive, we pray Thee, our sins and transgressions; vouchsafe to us and to our seamen Thy heavenly grace; and accept our prayer, for Jesus Christ's sake. Amen.

The CHAIRMAN then addressed the Meeting as follows :—

Ladies and Gentlemen,—I very much regret the loss we have sustained in not having the Society's illustrious President, the Duke of Edinburgh, in this chair to-day. At the same time, I have been only too happy, in His Royal Highness's unavoidable absence, and at the request of the Committee of Management, to take that chair, for I am confident that no one can know the scope and objects of this Society without giving it their utmost sympathy,

* See "Special Contribution List," as given at end of this Heading, in the current Number of this Magazine (p. 78).

and endeavouring to render to it every assistance in their power. Amongst the letters of apology which have just been referred to, is that of my friend Mr. Edward Birkbeck, with whom I have served upon the Council of the Great International Fisheries Exhibition, and who would have been very pleased to have given us his help here to-day, as he has so efficiently done in the conduct of that Exhibition. I have before me the Annual Report, and in perusing it have had my attention attracted by the reference which is made therein to *Grace Darling's* boat. I think that that should always remind us of the fact that after the fearful storm on the Northumbrian coast, in the year 1838, it was suggested by an able and good man that some permanent Institution should be set on foot in order to remedy the sorrows, and troubles, and disasters, that fall upon our brave mariners and upon our poor fishermen. We are so much indebted to both these classes of the community for their services in their own departments, that I am sure that, when trouble and sorrow come upon them, we cannot do otherwise than render them every assistance in our power. From the contents of the Report, I am exceedingly gratified to find how very effective is the way in which this rendering of assistance to the mariner and fisherman is carried out. I see that during the last year 1,790 vessels have been imperilled, and 4,129 lives have been lost; that the Society has administered relief to 13,145 cases of distress; and, again, that the total number of lives saved altogether, for the rescue of which the Society has from time to time granted various rewards in past years, is as many as 7,208. I cannot help, also, being pleased to see that, not only has the attention of the Society been directed to giving relief of that kind most needed in such urgent distress, but that it has inculcated habits of providence and of forethought amongst those who may hereafter be subject to similar disasters, and I am very glad to find that that is carried out to a very considerable extent. Also, in looking over papers which I got to-day, along with the record of some of the minor details with regard to the part which the authorities of the International Fisheries Exhibition have taken in the matter, I am glad to see some remarks which have been made, and which are very pertinent to this occasion, by our Royal President, remarks in which he advanced an unanswerable argument in favour of the institution of some method of life assurance amongst fishermen, similar to that which exists amongst other classes of the community, in the event of death. I allude to the remarks of the Duke of Edinburgh, read at the International Fisheries Exhibition Conferences, and to the statement made at the end of His Royal Highness's paper. Now, this Society has taken up such points, and it is very gratifying to see how its work has been carried out, and the large sums which are advanced for the purpose. In looking over the balance-sheet, at the end of the Annual Report, there is one not very satisfactory item: I am sorry to see there is an adverse balance on the wrong side. Now, I venture to hope that that balance, due to the Society's Bankers, of £1,402 8s. 7d., will be made up, and that by the efforts of those who sympathise with these most deserving objects, we shall have an item to credit of that account in the next balance-sheet.

The SECRETARY then read the Society's Annual Report, as follows:—

THE ANNUAL REPORT.

FOR the forty-fourth time since this National Institution, "THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY," was first called into existence on the 21st February, 1839,* the Committee of Management, with renewed thankfulness for the Divine blessing which has so continuously sustained the Society's charitable efforts, now present to the numerous friends and supporters of the Society, the Annual Report of its proceedings and operations during another year.

And here, at the very outset of their Report, the sorrowful duty devolves upon the Committee, to their deepest regret, of recording the untimely removal from the Society's Official Roll, through the unexpectedly sudden visitation of death, of two of its most prominent names —that of His Grace the Duke of Marlborough, K.G., whose lamented decease in the month of July last, on the eve of occupying the Chair at the Society's Annual Meeting (thereupon specially postponed till this date), deprived the Institution of its President, after twenty-five years of greatly valued aid and counsel to the Committee; and that of Captain Vincent Budd, the more recent loss of whose lengthened experience and keenest interest in the Society, during nearly twenty years, as an indefatigable Member and subsequently Deputy Chairman of the Committee, and Chairman of the Finance Committee, is still mourned by all. Amid the yet fresh memory, however, of the sad vacancies unhappily thus created in the Society's Executive, the Committee are gratified now to be able to announce that Vice-Admiral His Royal Highness the Duke of Edinburgh, already for some years a Vice-Patron, has been graciously pleased to accept the Office of President of the Society, in the room of His Grace the late Duke of Marlborough; and that the Right Hon. Lord Ashley (late R.N.) has kindly undertaken the duties of Deputy Chairman of the Committee and Chairman of the Finance Committee, in succession to the late Captain Vincent Budd.

* The disastrous storm in the Bristol Channel, in conjunction with some fearful calamities to fishing-boats, with great loss of life, on the North coast of Devon—which happened whilst there was still vividly impressed on the mind of the whole British Nation the remembrance of the wreck of the passenger steamer *Forfarshire*, on Hawker's Rock, in the Farne Islands, Northumberland, between the night of the 6th and the morning of the 7th September, 1838 (being the occasion of "Grace Darling's" daring deed of heroic rescue, with her father, in their coble-boat, from the Longstone Lighthouse)—led to the formation of "THE SHIPWRECKED FISHERMEN AND MARINERS' SOCIETY" during the ensuing winter, at a specially influential Public Meeting, held in the London Tavern, on February 21, 1839, as recorded.

Again, as heretofore, the record of maritime disasters for the period, 1st January to 31st December, 1882, to be taken under review, only too sternly exemplifies, in case after case, some one or other of the countless "perils of the sea" to which both ship and sailor are at all times so imminently exposed, and once more bears witness to the still undiminished need for the Society's noble work of benevolence, both on behalf of the fisherman and the mariner himself, and of his sorrow-stricken dependents.

Apart from every other cause to which the long list of the year's disasters has been set down as due, the terrific gales prevailing during its last three months of October, November, and December, resulted in an amount of havoc to shipping of all kinds, on our coasts, besides at sea and abroad, which brought about most fearful loss and distress, as a terrible sequel to the many previous casualties of the year, in the course of which it is noted that the deep swallowed up some 1,790 vessels, and claimed 4,129 lives. Happily, these numbers show a slight decrease, namely, of 5 in the lives and of 249 in the wrecks. Altogether, 945 British-owned vessels were lost in 1882, and 445 of these off our own shores, where 131 foreign ships were also lost; while the majority of collisions likewise took place near these coasts, or 93 out of 139. Finally, including the figures for 1882, within the last five years alone, no less than some 20,000 persons have, it is computed, perished at sea.

Though of more recent import, the Committee cannot let this topic pass without some reference to the late melancholy destruction of numerous vessels, with their crews, belonging to the Fishing fleets of Hull, Grimsby, and other contiguous Fishing stations, calling for the Society's exceptional action and help in alleviation of all the consequent sudden bereavement and sorrow.

In conjunction with the foregoing statistics of the year's recorded disasters—with, alas! the significant tale they tell of widespread maritime calamity and woe—the varied powers and scope of the Society as a truly National medium for beneficent relief of the distress, and especial inculcation of habits of thrift and self-help, amongst our vast seafaring classes, may here be appropriately recounted :—

Duly Incorporated by "THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY" ACT OF PARLIAMENT (13TH AND 14TH VICTORIÆ, CAP. LXXIII., with ROYAL ASSENT of 29th JULY, 1850), the Society, amongst many other benevolent Functions and Operations, thus under Special Statute permissible to it as a Charitable Corporation, has, in particular, the subjoined NATIONAL OBJECTS in view, carried out by the Central Executive in London, and the 1,200 Honorary Representatives and Agents of the Society, stationed on every part of the Coast of the United Kingdom, as well as Inland, Abroad,

and in the Colonies—by whom, in direct co-operation with the General Committee of Management, the Society's immediate organised relief is personally extended, in fulfilment of each Object, as follows:—

OBJECT I.—*ASSISTANCE TO THE SHIPWRECKED.*

To render Necessary Assistance, and Board, Lodge, Clothe, and Forward Home, all Shipwrecked Fishe men, Mariners, &c., or other Poor Persons, of all Nations, cast Destitute upon the Coasts.

On all occasions of Shipwreck, instant succour, through the Honorary Representatives and Agents on the spot, is afforded by the Society to the Sufferers—by taking them up at the place of wreck, supplying them with every necessary, and at once conveying them to their homes, or, if foreigners, to their nearest Consuls. In performance of this National Duty, the Society acts on the broadest basis of Christian Charity—the foreigner, and the native, being equally cared for, in rendering the universal aid thus everywhere ready at hand, on the Nation's behalf, for all the shipwrecked, &c., alike.

OBJECT II.—*RELIEF TO MEMBERS.*

To relieve Fishermen, Mariners, &c., Members of the Society, for Loss of their Boats or Clothes (by Shipwreck, Storm, or other Accidents of the Sea), and otherwise in their Need and Extremity; and also to relieve their Widows and Orphans, &c.

The Society (with a view to promoting and encouraging moral and provident habits amongst our Fishing and Seafaring Men, of all Classes), promptly assists, by a graduated Scale of fixed Relief, under the many sudden losses, and perils, &c., incidental to their hazardous calling, those Fishermen, Mariners, and other persons occupied on the Sea, duly contributing the regulated small yearly payment to the Society's Funds, as Members, while, in the event of their Death, however caused, the dependent Widows and Orphans, &c., of such Members, are at once substantially helped, and, in after years, in their needy circumstances, further aided, within certain limits, by extra grants of charitable relief.

OBJECT III.—*RELIEF TO NON-MEMBERS.*

To administer Relief to Others, and those Dependent on them, of the Seafaring Classes for whose benefit the Society was Instituted and Designed, although not Members of the Society, according to the Circumstances of the Case, &c.

The administration of this general relief is made, irrespective of Membership of the Society, according to the actual necessitous circumstances of each particular Special Case of Maritime Disaster and Distress, &c.

OBJECT IV.—*REWARDS FOR SAVING LIFE.*

To grant Gold and Silver Medals, and other Honorary or Pecuniary Rewards, for Heroic or Praiseworthy Exertions to Save Life, from Shipwreck, &c., on the High Seas, or Coasts of the Colonies.

These recognitions of heroic or praiseworthy exertions, at personal risk, to save human life, from Shipwreck at Sea, &c., consist of the Society's Special Gold and Silver Medals, Testimonials, &c., with Pecuniary Rewards; and, also, in the case of Fishermen, of the Society's Special "Marine Aneroid Barometers," as at disposal, through the philanthropic gift of public and private Donors.

The summary of the Society's work for the past year, ending 31st December, 1882, shows that through its agency aid was directly administered, under the above-named "Objects I., II., III.," to the large number of 13,145 distressed Fishermen and Mariners, Widows and Orphans, &c., bringing the numbers thus relieved, since the Society was first instituted in 1839, up to a grand total of 338,191; while, as Rewards for Saving Life at Sea, in accordance with "Object IV.," seventeen Silver Medals (of which the greater number were obtained by the Crews of Fishing Vessels, for exceptionally gallant efforts), besides Barometers, Testimonials, and Pecuniary Grants, were awarded within the year—placing the number of Medals already issued at 38 Gold, and 301 Silver Medals, respectively, and raising the total number of lives saved, for which recognition has thus been given by the Society, to 7,208 in all.

Under this head, the Committee have now again to bring to notice the generous gift to the Society, from Monsieur Emile Robin, of Paris, of a sum of money, in trust, representing £20 per annum, for the founding of two Special Life-Saving Rewards, of the value of £16 and £4 each, to be allotted to the Captain and Chief Officer of the British vessel saving a ship's crew from imminent peril, during the year immediately preceding each Annual Meeting. In due accordance with the provisions of this Trust,* the Committee have to announce their Awards, being the first so made, to be on the present occasion as follow, including one case of conspicuous gallantry adjudged eligible for this past year, and also a second Case so adjudged in respect of amount of

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* The more important terms of the Trust in question (the complete text of conditions attaching to which has already been published in this Magazine, Annual Volume, No. xxviii., for 1881, page 63) are the following:—

"At or within a reasonable time after each Annual General Meeting of "the Society, the Society shall pay the income of the said Trust Fund, for the "year immediately preceding such Annual Meeting, to the Captain and Chief "Officer (they respectively being natural born or naturalised British subjects) of "such a British vessel as, in the opinion of the Committee of Management of "the said Society, shall during such year have saved the whole or principal part of "the crew of a vessel, whether British or Foreign, from imminent peril. . . . . "The said income to be paid as to four equal fifth parts thereof (£16) to such Cap- "tain, and as to the remaining one equal fifth part (£4) to such Chief Officer."

It is further directed, under terms of the Trust, that the decision or award of the Committee as to the disposal of the annual income of the Trust Fund, for each year, shall be announced at the Annual General Meeting of the Society held on the expiration of such year; with provision, also, for addition to the capital of the Trust Fund, or for subsequent Award, of the amount accruing from a year for which there has been no Award.

the Fund available through Non-Award thereof previously, viz.:—(1) To Captain Dugald McDonald, and Chief Officer James Gunning, of the Barque "*Alumb igh*," of Liverpool; and (2) to Captain John Coffey, and Chief Officer Nicholas Sinnott, of the Steam Ship "*Comeragh*," of Waterford—under the circumstances, in each case, detailed in the Appendix to this Report. The Committee have the satisfaction of adding that, for the same services thus recognised, these four Officers have likewise, in conjunction with the Society's own Special Rewards to other members of the vessels' crews, been granted the Society's Silver Medal.

Amongst other matters bearing upon the Society's proceedings during 1882, the Committee would with satisfaction allude to the fact that, following up the two precedents of the Fisheries Exhibitions held in Norwich and in Edinburgh (as mentioned in the Society's Forty-third Annual Report), the Society was entered as an Exhibitor at the subsequent Tynemouth North East Coast Exhibition, where, in addition to its usual exhibits thereat, it was, through the kindness of the present owner, Mrs. John Joicey, allowed to place on public view for the occasion, under its own particular charge, the renowned "Grace Darling Boat," as used by the heroine in September, 1838, and a relic most peculiarly interesting in connection with the Society's first formation shortly afterwards, in February, 1839.

Though relating to the current year rather than the past, the Committee desire here also to express their gratification at the important representative position accorded to the Society (now further recognised by Award of Gold Medal, with Diploma of Honour) at the Great International Fisheries Exhibition at South Kensington, both as an Exhibitor—in that respect, too, under additional obligations to the above-named lady for the continued kind loan of the "Grace Darling Boat," as well as to the Board of Management of the Dundee Trinity House for the highly acceptable loan of their three celebrated "Grace Darling Pictures"—and as having specially considered the needs of the Fisherman and Mariner at the Exhibition by establishment, under the Society's control, of a "Day Home and Rendezvous" for his benefit. The facilities thus at the Society's disposal, in conjunction with those most advantageously made available in the London Sailors' Home, enabled the Society, by request of the Exhibition Executive Committee, to take responsible charge of the 400 Representative Fishermen attending the Opening Ceremony, together with the numerous other Fishermen similarly visiting the Exhibition, from the various fishing districts, during the whole period of its continuance. It is the earnest hope of the Committee that the unique opportunity of this Great Exhibition may have served to awaken an abiding interest in the

fishing classes generally, on whose behalf the Society has so long laboured, and for whose best welfare, in any way that can be devised, the Committee will gladly see the Society's organisation and resources still further utilised.

In extension of the Society's efforts as the National Fishermen and Mariners' Aid Society, the Committee, at the close of the past year 1882, gratefully accepted from a philanthropic donor, "Delta," as especially intended "to help Fishermen to save their own lives, and encourage them in saving the lives of others," the valuable gift of one hundred Marine Aneroid Barometers, manufactured by Dollond—subsequently added to by gifts of like instruments from the Worshipful Company of Salters and others—through the issue of which, by presentation as Rewards, or on loan, to Fishermen and Fishing Stations, the Committee have already reason to anticipate the most beneficial results.

The Financial Statement of the Society's receipts and Payments* for 1882, as duly audited and appended to this Report, shows the former to have reached the sum of £28,591, inclusive of the contributions of 53,000 Fishermen and Mariners, thus seeking providently to help themselves through the Society's beneficiary membership, while the gross Payments amounted to £30,305, embracing various exceptional issues of General Aid and Relief, urgently administered under

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* STATEMENT OF THE RECEIPTS AND PAYMENTS OF "THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY," *between the 1st January and the 31st December*, 1882.

	£ s. d.	£ s. d.
Relief and General Aid dispensed by the Central Office and 1,200 Agents and Auxiliaries to 53,145 Fishermen and Mariners, their Widows, Orphans, &c. ..	23,389 18 6	
Rewards for saving Life at Sea	38 4 3	
Office Rent and Incidental Expenses at Central Office and 1,200 Auxiliaries.....	887 2 11	
Parcels and Postages at Central Office and Auxiliaries	226 9 5	
Printing and Stationery at Central Office and Auxiliaries.....	620 0 3	
Advertising, Central Office and Auxiliaries	363 1 0	
Salaries	1,533 13 4	
Travelling Expenses and six Travelling and Visiting Secretaries	1,836 17 9	
Commission, Travelling and Visiting Secretaries and Auxiliaries.....	1,218 17 4	
Interest on Loans.....	37 17 4	
Law Expenses.....	51 3 7	
Gratuities.....	100 0 0	
Transfer to Society of Legacy of £449 18s 9d. Consols	454 8 9	
Balances, 31st December :—		
On Disbursement Account 207 3 5		
Auxiliaries 3,288 8 5		
	3,495 11 10	
Less — Mariners' Pension Fund Trust 1,965 7 7	1,530 4 3	
	£32,289 18 8	

	£ s. d.	£ s. d.
Balances, 1st January :—		
Williams, Deacon & Co.	24 11 3	
On Disbursement Account	348 11 4	
Auxiliaries (including the value of Tickets and Medals on hand)	3,615 10 11	
	3,988 13 6	
Less — Mariners' Pension Fund Trust.....	1,803 19 11	2,184 13 7
Contributions to Central Office and Auxiliaries :—		
Mariners' Payments	9,563 15 9	
Honorary Subscriptions	8,183 3 8	
Donations	3,753 3 11	
Legacies (including transfer of £449 18s. 9d. Consols)....	2 747 16 4	24,267 19 8
Relief returned by Consuls, Railway, and Steam Packet Companies, &c.....		2,198 11 10
Interest—Savings Bank and Auxiliaries	1 10 11	
* Dividends on Stock	2,124 14 1	2,126 5 0
Dividend on M. Emile Robin's Trust Fund		20 0 0
Balance due to William's, Deacon & Co., Bankers (overdrawn account) 31st December		1,492 8 7
		£32,289 18 8

Examined and found in accordance with the Books,

(Signed) QUILTER, BALL, CROSBIE, CLEGG, & WELTON.

5, Moorgate-street, London, *June* 27, 1883.

* These Dividends are yearly devoted to the distribution of small Grants of Extra Relief to the most necessitous Widows and Orphans.

several heads of the Society's operations, and necessitating an overdraft upon the yearly Banking Account to the extent of £1,492. The auditing of the Society's Accounts having, it will be noticed, been this year placed in the hands of Messrs. Quilter, Ball & Co., Chartered Accountants, the Committee take this occasion of publicly expressing their grateful thanks to the late Honorary Auditors, Messrs. Robert Walker and Henry Glanvill, on their retirement, for their past very able and much appreciated services, as already unanimously testified to, and recorded in the Minutes of the Committee's Proceedings:

The Committee very thankfully acknowledge the following more Special Contributions, including some valuable individual Gifts, with various donations from the Worshipful Companies of the City of London, and several Mercantile Bodies and Firms :—

HER MAJESTY THE QUEEN (Patron), £25 (*Annual*).

H.R.H. THE PRINCE OF WALES, K.G., &c. (Vice-Patron), £26 5s.

VICE-ADMIRAL H.R.H. THE DUKE OF EDINBURGH, K.G. &c. (President), £25.

HIS GRACE THE LATE DUKE OF MARLBOROUGH, K.G. (late President), £15 15s.

	£	s.	d.
Aberdeen Harbour Board	21	0	0
Aberdeen Town Council	21	0	0
Anonymous	26	5	0
Anonymous	100	0	0
Annesley, Rt. Hon. The Countess Dowager of (Collected by)	15	9	6
Austin, Miss S.	150	0	0
Bambridge, E. H., Esq., Hon. Sec. of the Match; Tickets and Gate Money on occasion of Annual Football Match (Stock Exchange and Lloyd's) at Kennington Oval.	50	0	0
Bayley, The Misses	20	0	0
Belfast Harbour Commissioners	20	0	0
Bentinck, George, Esq.	50	0	0
Berthon, Mr. and Mrs. Alderson, Thank-offering in token of gratitude for rescues in connection with Wreck of yacht *Arab*, October 24, 1882, on the Goodwins	30	0	0
Calow, A. G., Esq.	21	0	0
Clothworkers, Worshipful Company	21	0	0
Coke, Miss W. F.	50	0	0
Cordwainers, Worshipful Company	26	5	0
Coutts & Co., Messrs.	20	0	0
Crossman, James Hiscutt, Esq.	30	15	0
Dalhousie, The Rt. Hon. the Earl of	20	0	0
"Deo Gratiæ"	25	0	0
Dent, W., Esq.	50	0	0
Drapers, Worshipful Compy. *annual*	21	0	0
Drummond, G. T., Esq.	50	0	0
Dundee Harbour Trustees *annual*	30	0	0
Ditto *don.*	21	0	0
Dundee Town Council *annual*	20	0	0
Ditto *don.*	20	0	0
Field, Rev. Frederick, M.A., LL.D.	100	0	0
Fiske, Rev. J. H.	20	0	0
Gow, Messrs. Allan C., Collection on "State Line" Steamers	19	2	2
Grocers, Worshipful Company	100	0	0
Henderson, J., Esq. *annual*	20	0	0
Henderson Bros., Messrs. (Glasgow), Collect on on "Anchor Line" Steamers	34	10	2
Henderson, R, Esq. *annual*	20	0	0
Hewitt, The Misses	100	0	0
Hall, Trinity House *annual*	20	0	0
Hunt, Rev. W., M.A., Collection at St. Michael's, Cornhill	57	1	0
Hunt, Rev. W., M.A., Collection at Trinity Church, Weston-super-Mare	21	17	5
Huth, Frederick & Co.	21	0	0
Indemnity Mutual Marine Assurance	25	0	0
King, Thomas, Esq., being Collection at Greenock	20	3	10
Leathersellers, Worshipful Company	21	0	0
Leith Harbour and Docks Commissioners	21	0	0
London Assurance Corporation	21	0	0
Lloyd's Register of British and Foreign Shipping	105	0	0
Lloyd, Lewis, Esq.	25	0	0
Marine Assurance Co., Limited	52	10	0
Mercers, Worshipful Company	31	10	0
Miller, Rev. David, M.A. (of the Free Church), Collection in Stranraer Established Church, kindly lent by the Rev. H. P. Charlton	15	0	5
M. S. D.	25	0	0
Reid, Peter, Esq.	29	10	0
Roberts, Joseph, Esq.	50	0	0
Salters, Worshipful Company	21	0	0
crimgeour, Mrs.	25	0	0
Society for Discharge, &c., of Persons Imprisoned for Small Debts	50	0	0
Thorngate, Wm., Esq., Trustees of the late *annual*	70	0	0
Trustees of Clyde Navigation	50	0	0
Tynemouth N.E. Coast Exhibition, Grant from Surplus Funds (per Geo. Renwick, Esq., Hon. Sec.)	30	0	0
Venables, Rev. Canon, M.A., Collection in Parish Church, G.Yarmouth	16	0	5
Vigoreux, Frank, Esq.	20	0	0
Williams, Deacon & Co., Messrs. (Bankers to the Society)	25	0	0
Wills, Michael, Esq.	50	0	0
Wood, Mrs. B.	20	0	0
Youle, Frederick, Esq.	25	0	0

The following Legacies have been received since the last Annual Meeting:—

Christopher R. Brown, Esq. (less Legacy Duty), £1,000; Miss Elizabeth Blaydes, £373 14s. 6d.; Admiral H. E. Coffin, £45; Miss Alice Cuff, £100; C. R. Craddock, Esq., £100; Edward Cushee, Esq. (Consols), £454 8s. 9d.; Mrs. Christian Chivas, £53 17s.; Miss E. S. Dawes, £5; Mrs. Jane Draeger, £90; Miss Hannah Duke, £50; John Domett, Esq., £10; G. J. Eyre, Esq., £200; Miss Agnes Forrester, £19 9s. 2d.; Miss C. Hutton, £300; Miss E. Irton, £10; Mrs. Jane Kemplay, £10; Dr. Edmund Lambert (Sale of Stock), £33 18s. 1d.; Lady Martin, £200; C. W. Mason, Esq., £50; Miss Jane Mudie £100; Miss E. H. Outlaw, £100; J. N. Patterson, Esq., £450; Benjamin Powell, Esq., £10 10s.; Miss Jane Rowe, £629 13s. 7d.; Mrs. A. Sutherland (including interest), £20 17s. 4d.; Miss E. W. Sutton, £10; Mrs. Rachel Smith, £500; James Thurman, Esq., £19 19s.; Edwin Thomas, Esq,, £100; Mrs. A. Williamson, £100.

The Committee regret to have to record the loss, by death, of the following gentlemen, who acted as Honorary Representatives and Agents of the Society:—J. C. Alexander, Esq., Manchester; D. Downing, Esq., Kenmare; John Forsyth, Esq., Downpatrick; Alex. Hannay, Esq., Port Patrick; John Harley, Esq., Rochdale; Joseph Leask, Esq., Lerwick; C. Minshall, Esq., Oswestry; Rev. G. L. C. Pasley, Passage East; John Patterson, Esq., North Sunderland; John Simons, Esq., Sutton-le-Marsh; Captain J. B. F. Swain, R.N., Ilfracombe; Captain John Tom, R.N., Millbrook; and Isaac Walker, Esq., Ipswich.

Since the last Report, in addition to the more exceptional changes already specially referred to, the Committee have had the pleasure of including the name of the Right Hon. the Earl of Ducie, F.R.S., in the list of the Society's Vice-Presidents, and have gladly elected Captain John Bayford Butler, of the Royal Navy, and Captain William Woolcott, an Elder Brother of the Trinity House, to seats at the Board, in existing vacancies. With respect to other alterations in the Central Staff, the Committee have had to lament the decease of Mr. Charles K. McAuliffe, who had for several years rendered valuable service to the Society as a District Travelling Secretary. In connection with the arrangements necessitated through this untimely event, the opportunity has been taken of seeking still more to extend the great benefits of the Society, on behalf of the entire Fishing and Maritime Classes throughout Ireland, by the acceptance on the part of the Committee of the kind co-operation and good offices of Mr. Thomas F. Brady, Her Majesty's Inspector of Irish Fisheries, who

has accordingly been authoritatively appointed the Society's "Honorary Representative and Agent-General in Ireland."

The Committee, as in former years, now, again, with regard to the past year, most heartily acknowledge their obligations to the Society's Honorary and Executive Officers, for their active co-operation, and to the several Honorary Representatives and Agents, and Lady and Gentlemen Collectors, without whose invaluable aid the benevolent work of the Society could not be carried on. Also, to the Clergy and Ministers, of various denominations, who have advocated the cause of the Charity from their pulpits; to the various Sailors' Societies; and to the Railway and Steam Packet Companies, who still continue to promote the Society's objects by reducing the expense of forwarding shipwrecked men to their homes.

The Committee conclude the record, here publicly presented, of the Society's continued National work and National usefulness, during one more year, by quoting the impressive words used on a similar previous occasion by His Royal Highness the Duke of Edinburgh, now the President of the Society:—

"This meeting will no doubt feel satisfied from the facts thus laid "before it, that, among the numerous Charitable Institutions of "which the Country is justly proud, none can have a stronger claim "upon its sympathy and support than THE SHIPWRECKED FISHERMEN "AND MARINERS' SOCIETY. Nobly does this Country respond to appeals "made to it on behalf of sailors, and thankful, indeed, are those "who have watched the progress of this Society for the great success "that has hitherto attended it, and the immense benefits it has "conferred."

(Signed on behalf of the Committee),
FRANCIS MAUDE, Captain R.N., *Chairman.*

W. R. BUCK, *Secretary,*
The Society's Central Office, London Bridge, S.E.,
MONDAY, *December* 17, 1883.

The CHAIRMAN of the Meeting, Alderman Sir THOMAS DAKIN, at the conclusion of the reading of the Annual Report, as above, announced that various Resolutions would then be duly proposed and seconded, and he called upon Captain the Hon. Francis Maude, R.N., a Vice-President of the Society, and Chairman of the Committee of Management, to move the first Resolution.

Captain the Hon. FRANCIS MAUDE: Sir Thomas Dakin, Ladies and Gentlemen,—I have been asked, as Chairman of the Committee, to pro-

pose to this Meeting the adoption of the Annual Report, as signed by myself, on behalf of the Committee. As it expresses what I might have to say in much better language than I could adopt at the present moment, and so states the whole circumstances of the case, I am sure it does not require my advocacy. However, I may say that I am struck with one thing in the Report; it mentions that this is the Forty-fourth Report. Now I am one of the few original members of the Society, and perhaps it might be a little interesting to look back and consider the state of the seafaring population when wrecked in those old days. What became of them then? Well, they were landed, perhaps on the most rugged and depopulated parts of the country—generally speaking, on rocky shores—and what were they to do? The shipwrecked may be an able seaman and entitled to high wages when he gets home. But he is without money in his pocket or the means of getting any; the clothes he has upon his back are all that he has saved! And what happened to such in those days? They begged, they were obliged to do so or else to starve; and it was this state of things which led the founder of our Society to publish his statement, and to suggest that a society should immediately be instituted to preserve these poor fellows from starvation and from begging, for even "Jack" does not like begging, but when it becomes a question of starvation, he is obliged to. In those days it was so common an occurrence that residents in the country were being continually importuned for the support of shipwrecked sailors, and many of the applicants were such. But the land sharks found it so profitable that they got up sham shipwrecked sailors; and I recollect an admirable article in the *Quarterly Review*, thirty-five years ago, upon the subject, showing how, by the expenditure of not more than a pound, these fellows could make up a shipwrecked boy or girl, which was quite enough to excite the feelings of sympathy, and to pour money into their pockets. Look at this Report, and see what has been done. What becomes of the shipwrecked sailor now? He immediately falls into our friendly hands. We have about 1,200 honorary agents all round the coast, &c. They are authorised, partly by the railway companies and partly by the steamboat companies, to give the shipwrecked a free passage to his home or to the nearest port. I do not mean to say that the companies give a gratuitous free passage in every case, because the Society pays any charge made for it, but it is always a free passage so far as the man himself is concerned. We have had many cases during the last forty years of men being the first harbingers of their own wreck: no tidings have, for instance, been received from such and such a vessel, and the shipwrecked seaman has come home and said, "I was wrecked on such and such a coast," and thus the shipwrecked man himself has been the first to tell of the misfortune. If that is not gratifying, I do not know what is. We not only take care of the men and see that they are provided for, but we replace a good deal of their clothing. Of course we cannot in every case afford to replace the whole kit, possibly, but we have a scale of relief upon which each man is awarded so much. And then, besides, we make allowances to widows. When I think of sailors' widows, I recollect taking a passage in a boat at Kingstown, and, as my usual practice is, I asked the boatman whether he belonged to The Shipwrecked Mariners' Society? He said, "Ah, no, your honour." "Why?"

"Oh," he said, "do you think I'm going to buy another husband for my wife? Why, don't you see Mrs. O'Shaughnessy—her husband was drowned, and the great Society in London sent her £12, and she bought another husband directly!" Well, we do not contemplate such a thing as that, but we are very glad to find, if a man should happen to benefit in that way from another man's subscriptions, that the widow is provided for. It is wonderful to relate that, in spite of all the up-hill incidents and disagreeables we have met with, we have sprung from half-a-crown to the position the Society now occupies. But it is true that from that small beginning we have grown until the Society is now spending between £25,000 and £30,000 a year on these benevolent objects; it has a little capital, though not much in comparison with its requirements, but we trust to the goodness of the cause, and with the blessing of God upon our proceedings, we trust that it will never die until it has completed its mission. I have great pleasure in proposing this first Resolution:—

"That the Annual Report of the Society, as now read, be adopted, and duly "entered on the Minutes, and that it be printed and circulated under the direction "of the Committee of Management."

Mr. SAMUEL FIELD, of the Stock Exchange, was called upon to second the Resolution, and said:—

Ladies and Gentlemen,—I have very great pleasure in seconding the adoption of the Report which has been read by the Secretary. It is very voluminous, and has supplied you with all the particulars of the Society's operations during the year 1882. Amongst the many societies claiming the benevolent sympathy of the British public, I do not think there is one of more value. As Englishmen and Englishwomen we all love the sea, and, I suppose, most of us at some time of the year or other take our journeys on the sea, and we know these hardy men, and we know the perils they undergo, and how very civil they are to us, and how courteous in answering all the questions that we ask them; and when we consider how many comforts we enjoy, which we should not enjoy but for these men, it is difficult to imagine what we should do without them. We could not get our coffee, our tea, our spices, or our plums and currants to make our Christmas puddings, if we had not these men to bring them to our coast, and then have them distributed amongst us. What should we do as islanders, separated from the rest of the world, if it were not for our noble seamen ploughing the ocean at all seasons in their good ships, and going to the furthermost parts of the earth to bring us all the comforts and blessings we are surrounded with to-day, and which, four or five hundred years ago, of course our forefathers had not? As one who is not in any way connected with the maritime world, I have on this ground very great pleasure in seconding the adoption of the Annual Report, and hope that the liberality of the subscribers in times to come will both continue and increase.

The Resolution was put to the Meeting, and carried unanimously.

The CHAIRMAN: I call upon the Right Hon. Lord Ashley to move the next Resolution.

Lord ASHLEY: Sir Thomas Dakin, Ladies and Gentlemen,—The Resolution which has been put into my hands to submit to your notice is, to my mind, a most pleasing one. I shall read it to you by and by, but in the meantime I may tell you that it is a vote of thanks to all our supporters. To begin with, I, as one of the Committee of Management of this Society, am very pleased to see such a large meeting here to-day. We had a great question, when we were kindly lent this building for to-day's purpose, which of the two rooms offered to us in this hospitable Hall we ought to take—whether we should have the big room or the little one. We were afraid perhaps, at this dull time of the year, we might have but a small audience, which might not fill the large room, but I am glad to see that here, after all, there is almost an overflow meeting outside. Ladies and gentlemen, this Society has a great deal to be thankful for. To begin with, our thanks are due to Almighty God for having so far blessed our efforts in the cause of distressed seamen. Our thanks are also, especially on this occasion, due to this, one of the best and most distinguished of the great and distinguished City Companies, the Fishmongers' Company, for having lent us their Hall to-day; and I am very glad to see a distinguished gentleman like Sir Thomas Dakin, who is Prime Warden of the Worshipful Company of Fishmongers, and a member of the Court of Aldermen, who has already passed the chair of Mayoralty in this fine, wealthy, and prosperous City of London, presiding here to-day. I am free to confess that I have enjoyed on many occasions the genial hospitality of this old Fishmongers' Hall, and I hope I may live to enjoy it many more times; and while I am on the subject I may say that I hope these Companies will flourish yet for a good many years to come. It is a source of great satisfaction to me, and to all of us sitting at this table, and to every lady and gentleman in this room, to see that, while these renowned City Companies do not forget to entertain their friends, they have a charitable feeling prompting them to help and relieve the necessities of the shipwrecked seaman and the distressed fisherman. We all have an immense interest in these poor people, and, as the excellent Chairman of our Committee, Captain Maude, has so justly observed, we have opened a new era in their life. I have been in the Fiji Islands, where formerly a shipwrecked stranger, no matter whether he were a seaman or a landsman, would immediately be eaten, and where a brother would eat his own brother, if he were cast up to him by the wave on the sea-coast. Well, prior to the establishment of this Society, England, with all her boasted civilisation, was in that respect very little better than Fiji. There were such things as "wreckers" known in those days, and the unfortunate seaman was oftentimes positively allured to his destruction; there were people who would drive a donkey up and down the coast, with a lantern tied round his neck, to attract the notice of passing vessels; so that the sailors mistaking the light thus put in motion for that of another ship, might think that there was water enough there, and when the ship ran ashore the sailors were plundered, and, if they resisted, simply knocked on the head. Now, thank God, we have changed all that! We have lifeboats established all over the coast, and we have The Shipwrecked Mariners' Society to begin where the lifeboat ends, taking up these poor people where the lifeboat leaves them, boarding them,

lodging them, and speeding them forward to their homes, or, if they are foreigners, to the nearest Consul of the country to which they may belong. You will see in the printed Report to-day a most noble instance of gallantry—I think it is one of the finest instances of which I ever heard—of a rescue by the crew of the *Alumbagh* from the *Carnatic*. Those men's names ought to be printed in letters of gold; and we thought so much of them in considering the case in our Committee, that we have given each member of this crew a medal besides a gratuity. It must be pleasing to all of us here, both those who are seamen and those who are not, to hear of such deeds of gallantry by our merchant seamen; and when people write in the newspapers that the days of seamanship are departed, and that the merchant seaman has become a mere stoker, who only cares to get his pay and his food, and that all other things are of no consequence to him, I think that this account given in the Appendix to the Annual Report, which I really recommend every lady and gentleman in this room to read, shows we still have gallant men who will risk their own lives to save that of a fellow-creature. It has ever been so in Old England, and long may such a feeling continue, and as long as it continues the days of Old England's glory will not go down, as her enemies wish. We also thankfully acknowledge our indebtedness to all those who, by their contributions, and personal labours, have promoted the Society's objects during the past year. This Society is fortunate enough to have voluntary honorary agents all over the world—all honour to them! We have upwards of 1,200 agents who, for the mere love of the Institution and its cause, assist us in administering the funds of the Society to the relief of shipwrecked mariners, not only in England, but in Europe, and all over the world. We have ladies, too, I am happy to say, engaged in this good work—all honour to them! As blue jackets, we are always proud to be smiled upon by the eyes of fair ladies, and we are perfectly certain that whatever they undertake and whatever they smile upon, success and prosperity must be ensured to it. Time is short, it is getting dark; there are many speakers to follow; I will therefore submit to the Meeting the Resolution I hold in my hand, viz.:—

"That this Meeting desires to express its gratitude to Almighty God for having "enabled the Society, through the liberal Contributions of its many Supporters "(including some valuable individual Gifts, with various Donations from the "Worshipful Companies of the City of London, and several Mercantile Bodies "and Firms), to continue, during the past year, its great Work of Charity.

"And that this Meeting warmly acknowledges its indebtedness to all those who, "by their Contributions, and personal labours, have so helpfully promoted the "Society's varied Objects during the past year, more particularly the several "Honorary Agents, and the Lady and Gentlemen Collectors, without whose "invaluable aid the Benevolent Operations of the Society could not be carried on."

The CHAIRMAN: I will now call upon Thomas Anthony Denny, Esq., to second the Resolution.

Mr. T. A. DENNY: Sir Thomas Dakin, Ladies and Gentlemen,—I am simply here by mere accident, and had no thought of taking any part whatever in this Meeting until the Secretary came up, and put this Resolution into my hand, and said, "Will you second that Resolution?" I said, "No;

I will do nothing of the sort. You never told me I had anything to do." He said, "You cannot refuse to thank Almighty God." Now, that was a very good way of putting it. I cannot, indeed, refuse to thank Almighty God, and I hope I may never live to see the day when I shall refuse to thank Him; and I think it is an instance in which we may well thank Almighty God when a Society like this has grown, in forty years, to that which it now is, out of a half-crown. I have often heard of seed corn bearing much fruit, but I do not think I ever heard of a greater instance of fruit-bearing than that; "a little one has indeed become a thousand," as we have it in another place. You see we are a thriving and progressive Society. We have got up in the world; we have now a Royal Prince as our President, and we have had Lord Ashley as our spokesman to-day, and, from what he has addressed to you, you may see what an accusation we have had as a nation laid against us. I am glad to say that we have grown out of any meriting of that accusation, namely, that we were a nation of "Fijians" with regard to our sailors, and although they were not literally devoured, yet truly they were "eaten up," by those abominable people who preyed upon them, in the times past referred to. Captain Maude has given us a beautifully telling account of how all these things have been changed since his early days. If it were possible for me, I should have liked to have mentioned the great indebtedness of our Society to the Chairman of its Committee of Management, Captain Maude, but I do not think that is part of my duty; it must be reserved for someone else to do. But I feel very thankful to all these good people who have supported the Society. I am sure it is a Society very well worked. We have a most indefatigable Chairman, and also a Vice-Chairman, and a number of the Committee who attend every meeting, and all their services, I need not tell you, are given gratuitously. We do not have any luncheons afterwards; they never offer us a sandwich, or even a biscuit or a glass of sherry; we go as we came. I have not even partaken of the hospitality of this Hall, as Lord Ashley has done; they have never invited me here since I was born, and I have never had a dinner in this place. Perhaps Sir Thomas Dakin may ask me now! As I have enjoyed the intimate acquaintance of two gentlemen who preceded him in his office of Prime Warden, I think they have forgotten me altogether. However, now that they know I am on the deck of this Shipwrecked Mariners' Society, they may take pity on me and invite me, and then, when I come to this Hall, I shall perhaps be able to express myself with all the enthusiasm and feeling with which Lord Ashley has expressed himself.

The CHAIRMAN: I beg to say that, as I see such a lively sense of gratitude for favours to come in Mr. Denny, I will not forget the hint he has thrown out to me, for he has so well done his work here. And now I beg leave to propose that this Resolution, which has been moved by Lord Ashley and seconded by Mr. Denny, be passed.

The Resolution, as put from the chair, was carried unanimously, and Admiral Sir Claude Buckle, K.C.B., was then called upon to move the next Resolution.

Admiral Sir C. BUCKLE: Sir Thomas Dakin, Ladies and Gentlemen,—So recently has this Resolution been put into my hands, that I do not think

I have adequate words to express myself with regard to it as I ought on this occasion, and perhaps I had better read it to begin with. It is:—

"That this Meeting desires to join with the Society's Committee of Management "in recording their deepest regret at the great loss sustained by the Society, "through the sudden death of its President, His Grace the Duke of Marlborough "K.G. (on the eve of occupying the chair at the Society's Annual Meeting, "announced to be held at Fishmongers' Hall, in the month of July last); as also, "through the death of Captain Vincent Budd, the Deputy Chairman of the Com- "mittee of Management and Chairman of the Finance Committee, and of the "other Gentleman named in the Annual Report."

With regard to His Grace the late Duke of Marlborough, I can only say that before he became Viceroy of Ireland, he used frequently to attend and take the chair at our meetings, and a very excellent chairman he was; he took every pains to be fully acquainted with all the details of the Society, and was well up in them, and whenever he had the opportunity, he used to come amongst us, but, of course, when he went to Ireland, his time was taken up—I cannot say in a better cause, but in a more important one perhaps. Amongst other things, I would mention that His Grace assisted us with his purse very liberally, although his time was so taken up that of late we had not often the opportunity of seeing him at our Board; but he never withdrew his warm sympathy from us in our great work, and it was with the deepest regret we learned that his sudden death had, alas! deprived us, after holding the office of President of the Society for twenty-five years, of his future services, under the exceptionally melancholy circumstances recorded in the Resolution which I have just read. I need, I am sure, say nothing further about His Grace—his character is known all over England as well as in this room. With regard to our late Deputy Chairman, Captain Vincent Budd, he was for nearly twenty years a most zealous member of the Board of Management, and was also Chairman of the Finance Committee, devoting several hours every week, I believe, to the Society, and going into all the details of its finances with the greatest care and accuracy, and we were very much indeed indebted to him for all he did, and shall long much miss him from our midst. Before I sit down, I should like to express the thanks of our Committee to Lord Ashley and also to Sir Thomas Dakin. I may mention that I have had the opportunity of enjoying the hospitality of this Company in this splendid building, and that I feel a great interest in these public societies and great Corporations of the City of London, inasmuch as an ancestor of my own, Sir Cuthbert Buckle, was, in the year 1592, Lord Mayor. I think the feeling has descended to me of wishing success to these Companies, and I personally thank the Fishmongers for the use they have given us of their Hall to-day.

The CHAIRMAN next called on Mr. Edward Edwards, a member of the Court of the Worshipful Company of Fishmongers, as well as of the Society's Committee of Management.

Mr. E. EDWARDS: Mr. Prime Warden, Ladies and Gentlemen,—I have great pleasure in seconding the Resolution just moved. The noble President, whose loss we deplore, well deserves the recognition of this Meeting; and in

Captain Vincent Budd, we have also lost a most valuable and efficient man of business, in looking after the affairs of the Society. I am sure the Resolution will receive the cordial support of all here present.

The Resolution was put to the Meeting and carried unanimously, and the CHAIRMAN announced that Vice-Admiral the Hon. John W. S. Spencer would move the fourth Resolution.

Vice-Admiral the Hon. JOHN SPENCER: I have been asked to move the following Resolution, which will require no comment:—

"That this Meeting, while deploring the sad cause of the vacancy upon the "Society's Official Roll, desires to record its special gratification at the "announcement that Vice-Admiral His Royal Highness the Duke of Edinburgh, "K.G., already for some years past a Vice-Patron of the Society, and with whose "impressive words, spoken on the Society's behalf, the Committee of Management "have concluded their present Annual Report, has been pleased graciously to "accept the vacant office of President, thereby, as himself a sailor, conferring upon "this National Fishermen and Mariners' Aid Society a peculiarly appropriate "mark of His Royal Highness's continued personal interest, which cannot fail to "be most highly appreciated by the whole body of the Society's very numerous "supporters and seafaring members."

We all know His Royal Highness's great regard for the profession to which he belongs, the Navy, which he so highly adorns; we know also the intense interest he feels with respect to the fishermen and mariners of this country, therefore I congratulate the Society very much in having His Royal Highness as their President.

The CHAIRMAN: Captain John Steele, F.R.A.S., will second the Resolution.

Captain STEELE: Sir Thomas Dakin, Ladies and Gentlemen,—It gives me great pleasure to second the Resolution proposed by Admiral Spencer. In speaking of the Duke of Edinburgh, it is well known to all of you how ably he performed his duties when he was Admiral-Superintendent of the Coast-guard, for instance. Now, I returned from Cumberland last Wednesday, and at a meeting there which was held in aid of the Society, the Dean of Carlisle in the chair, I was sorry to see that it was only poorly attended—not equal to the present Meeting. The people about Whitehaven are a very homely people; they go home to tea, and do not care about going out after; and it appeared that many of them said, "Oh, we will read all about it in the papers to-morrow morning." But whilst that meeting was proceeding the coxswain of the lifeboat came in and shouted out, "A ship ashore behind the bar!" The Dean said, "Now, my man, don't be making fools of us, tell us what really is the fact." He said, "It really is a fact that a steamer is going past the port, and is going on Rednose Point." Had the ship got on that Point there would have been not a soul saved. However, being a steamer, she could recover herself, and steam up for shelter under the north wall. Now, if that vessel had been a sailing ship, nothing in the world could have saved her, and, as I have said before, not a soul possibly would have been saved. The lifeboat might have done something, and they had

the rocket apparatus out ready to be put in operation; but being, as I have stated, a steamer, she was saved. The Shipwrecked Mariners' Society takes into consideration those who have been saved by the lifeboat. Therefore these Institutions together, in the course of the year, confer a great benefit upon the nation—the one in first saving life, and the other in further saving the rescued afterwards. And in seconding this Resolution, I only wish that people in the country cared more about the Society. It is a great pity that while there are people all over the country who are being helped by the funds of this Society, yet a large proportion of all the aid comes from London. London of course can do a great deal, but the country might well, and should, do more. That is a point I wish to impress upon all, how important it is there should be still more numerous contributions to the funds of this Society from the country, as well as in London. I am most happy to second the Resolution, as already read to you.

The CHAIRMAN having formally put the Resolution to the Meeting, it was carried unanimously, and the Rev. James White, Head Master of the Royal Naval School at New Cross, was then called upon for the next Resolution.

The Rev. JAMES WHITE: Sir Thomas Dakin, Ladies and Gentlemen,—I have great pleasure in moving the Resolution which I have had the honour to receive:—

"That the following Members of the Committee of Management, going out by "rotation agreeably to the Society's Rules, be re-elected, viz.:—Captain the "Honourable Francis Maude, R.N. (a Vice-President and Chairman of the Com-"mittee of Management), Captain E. S. Adeane, R.N., C.M.G., Vice-Admiral "Alexander Boyle, Admiral Sir Claude H. M. Buckle, K.C.B., Captain William "Mathieson Deacon, Edward Edwards, Esq., Captain Edward Littlehales, R.N., "Henry Wheler Maynard, Esq., and Colonel William Stuart."

This Resolution, I am sure, will commend itself to everyone who knows anything of the working of the Society. I shall not trespass upon your time except to mention what a valuable thing it is, for all who are interested in the relief of suffering humanity, that the relief of these deserving persons, who have so strong a claim upon our sympathy, should be entrusted to such a Committee as we have before us, and who have so many of them so long administered the funds and carried on the work of the Society. Its Chairman, Captain the Hon. Francis Maude, has from the very foundation of the Society taken an interest in and helped forward its great and noble work, and still continues to give it the benefit of the zeal and kindliness of heart which have so distinguished him. It is a good thing for us, with an important object like this, which has claims upon the benevolence of every part of the world, that there should be such a body of men to undertake this great work, and that it should not be divided among many different societies, which always affords room for many evils, and leads to much extravagance and want of system in the administration of relief. I trust, therefore, that this Society, which has now become so well recognised, and has, further, the great honour of now having one of our Royal Dukes as its President, will gather to itself the streams of charity, and direct them in the best manner to that

important object which must be dear to every heart in this sea-girt isle—the sure and adequate relief of all maritime distress. I have great pleasure in proposing this Resolution which I have read.

Mr. JOHN H. LYDALL, who was next called upon by the Chairman, said:—

Sir Thomas Dakin, Ladies and Gentlemen,—In seconding this Resolution, there is but one thought I wish to give expression to. There is a passage in the Report, which refers to the calamities occasioned by the severe storm which happened last year at Hull and Grimsby, and on the northern coast of our country. It seems to me that—this Society being, as we see by the Annual Report, the one National Society for the relief of calamities occasioned through shipwreck—in the event of any local storm creating more than ordinary suffering amongst our seafaring population, and causing special need to arise, then, in such an event, this Society should really be the first to step in, and distribute not only its own funds but the funds locally contributed, and thus administer those funds. Therefore, in seconding this Resolution and asking that these gentlemen should be re-elected, I can state from my own knowledge that they are well qualified to take up this work, and I hope sincerely they will do so.

The Resolution was unanimously adopted.

The CHAIRMAN: I am now asked to perform a most grateful duty—to present the Society's Silver Medal to a very worthy recipient; but the Secretary will first give some account of the circumstances under which the Medal has been awarded.

The SECRETARY then narrated the purport of the following statement, being the report of the Commander (Captain Charles Joslin) of the General Steam Navigation Company's S.S. *Lapwing*, as to the rescue of two French fishermen in the Bay of Biscay, on September 2, 1883:—

"SS. 'LAPWING,' LONDON, SEPTEMBER 20, 1883.

"The SS. *Lapwing* left London on Thursday, August 30. We had fine weather "down the English Channel and the first twelve hours in the Bay of Biscay. On "Saturday, September 1, at 8 p.m., the wind increased, and by midnight was "blowing a heavy gale from S.W., and thick with rain. At 3 a.m., Sunday, I "laid the ship to until day; at 5 a.m. we kept the ship on the course again; "about 8 a.m. a tremendous sea broke on board, damaging all the boats. One of "the lifeboats was thrown down the engine-room skylight, and the funnel stays "were all carried away, gangways burst open, and other damage done. I again "laid the ship to, to repair the damage, which was not complete until 10.30 a.m. "The wind by this time had gone to W.N.W., with a heavy cross sea; the force "of the wind was also very great. When all was ready we made another attempt "to reach our port, but we soon found it was impossible—the sea fairly ran over "the ship. So we again brought the ship to the wind, and steamed slowly off. "At noon I considered Chassiron Lighthouse bore E.N.E. 25 miles, and Point De "Coubre S.E. by E. half E. 24 miles; we also sounded in thirty fathoms. Between "the storms of rain we had seen two small vessels close to us. About noon a sea "broke completely over one of the vessels' masthead; we then lost sight of her. "I could not render assistance with boats, as there was not one left fit to lower,

"and even had they been good, it would have been madness to attempt it. The "only thing I could do was to go as near the spot as possible without exposing "my own ship to the beam sea. About half an hour after (12.30) we saw four "men clinging to what appeared to be a raft. They were on our port beam, about "a quarter-mile from us. To attempt to go straight to them would only be to "drown them, besides the risk of losing the *Lapwing*. We therefore bore up and "ran past them, then brought the ship to the wind again, and steamed up head to "wind, and brought the raft close under our lee; then reversed the engines, so the "ship lay dead in the water. This brought the raft alongside. Ropes and buoys "and rope-ladders were thrown to them, but the first sea took them far away from "us; but each man had a rope, and soon hauled up alongside again. One of the "poor men was knocked off the raft when it came alongside the second time, and "was lost. After a few minutes we succeeded in getting two of the men on board, "the other one was so weak that though we had a lifebuoy over his head, and a "rope with an eye in it, still he had not strength to hold on, and at last let go and "was lost. We had just got them on board when a heavy sea broke on board, and "by the nearest chance almost washed not only the two men overboard, but our own "crew also. One of the men was hurt very much, the other soon got well. They "were fishermen from La Rochelle. By midnight the gale moderated, and we ran "for the Gironde, and crossed the bar about 3 a.m. Monday. A subscription was "opened amongst the crew and passengers; £6 5s. was gathered, £5 of which was "sent to the families of the lost men, and £1 5s. given to the two men who were "saved. The men remained on board one day after we arrived at Bordeaux, where "everything possible was done for their comfort."

The CHAIRMAN: Captain Joslin, it affords me very great satisfaction—and you hear from the plaudits of those who surround you that it affords them great pleasure—to see you here to receive the reward, if it be a reward, of that gallant and noble action which we learn you have performed. Your greatest reward, I am sure, is your own internal feeling of the consciousness of having done that duty. That is always a great reward to any man. In addition to that I hope you will prize this Medal which the Society presents to you in recognition of an action which they are delighted to acknowledge, and I hope that you will look upon it as a souvenir of their admiration and regard.

Captain JOSLIN: Mr. Chairman, Ladies and Gentlemen,—It was not until two o'clock this afternoon that I had any idea of coming here; I only arrived in London this morning, and I trust you will excuse the few words I have to say, for I have been on my feet from then till now. Well, one cannot but feel happy to know when one has been an instrument in the hand of the Almighty in saving life, although I suppose whoever had been in the position would have acted in something the same manner as I did. To me it is utterly impossible to think that any man could pass poor drowning fellow-creatures without making at least an attempt to save life, although it may be at risk to oneself. In reference to the Medal you have so kindly presented to me, I have no words to express the value I set upon it—not perhaps entirely for the Medal itself; I think I see in it something further than that—it implies that it is considered that we all did our duty, and especially as it comes from men who know the responsibilities and the difficulty of handling a ship in a gale of wind, which it is very satisfactory to

me to know. I can only thank you all very heartily for your kind reception, and I trust if ever myself and my crew are placed in the same position again, we shall be ready to do our utmost to save life.

Captain the Hon. FRANCIS MAUDE: The bounden duty which I have to perform, is one of the most pleasing which, as Chairman of the Committee of Management, one has to go through in the course of the year, because it is to propose a vote of thanks, as follows:—

"That the best thanks of this Meeting be given to the Prime Warden and Court "of The Worshipful Company of Fishmongers for the use of Fishmongers' Hall, "and, also, to the Prime Warden, Alderman Sir Thomas Dakin, personally, for "kindly presiding on this occasion."

I do not know that I can express the obligations felt more strongly than the Resolution does. I feel every word that is stated therein, and have special pleasure in being the medium of proposing the Resolution accordingly, and Lord Ashley will second me, I am sure.

Lord ASHLEY: It gives me great pleasure to second the Resolution. There is a peculiar appropriateness in our meeting in this Hall, because one of the objects that we set before us is the relief of fishermen, and I am sorry to say one thousand of them are drowned every year. To the widows of those men who subscribe even the small sum of three shillings per year, the Society gives sums varying from £3 to upwards of £10, and nearly a sovereign in addition for every child, or more. So I think it is peculiarly appropriate that this Meeting should be held in the Fishmongers' Hall, and that we should have the Prime Warden of the Fishmongers' Company to preside over our Meeting. All the Fishmongers I have known have been good fellows; long may they live, and long may the Company flourish! I am certain you will all agree in passing a unanimous vote of thanks to Sir Thomas Dakin, and to the Worshipful Company of Fishmongers, in accordance with the terms of the Resolution.

The vote of thanks was carried by acclamation.

The CHAIRMAN: It has been a very gratifying afternoon to me, presiding over this admirable Meeting, and to hear of the success which has attended the efforts of those by whom I am surrounded. It has been rightly said by the Deputy-Chairman of the Society's Committee of Management, Lord Ashley, that it is very proper that the Fishmongers' Company should at all times lend their aid to everything which furthers the interests and advantages of the body to which they have for centuries belonged, and I can venture to say that if they do take a particular pleasure in any work, it is in helping forward any object which has in view the best interests of the fishermen. In the last year more especially, I may say, not only had our recent Great Fisheries Exhibition its birthplace, I believe, in this Hall, but the first meetings were held here, and the preliminary business was for many months conducted here, and some of our body took a very active part in the undertaking, and by our funds we materially helped it; and whether in that cause or this, whatever it is their duty to do, the Fishmongers' Company will endeavour to perform it. I may here mention that a member of the Company has, since this Meeting opened, given to the Society a donation of ten guineas. In

conclusion, I thank you most cordially for the kind reception you have given to the Fishmongers' Company; and, for myself, my own part to-day has been a great pleasure and satisfaction to me, especially the presenting of the Medal to Captain Joslin. I feel that the fulfilment of this, as of every other duty, always has brought its own reward.

The proceedings, highly interesting throughout, then terminated, and the Meeting broke up.

APPENDIX TO THE ANNUAL REPORT.

THE "EMILE ROBIN" LIFE-SAVING REWARDS.

(*See foregoing Annual Report, page* 58.)

THE authoritative accounts of the gallant services, in respect of which the Awards for 1882-83, of these Special Rewards, have been made by the Committee of Management of "THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY," are as follow:—

FIRST CASE.

Report to Mr. John Herron, of Liverpool, the Owner of the Barque "Alumbagh," from Captain D. M'Donald, Master of that Vessel.

I HAVE to report that during our homeward passage on August 5, 1883, in lat. 35 S., long. 25 E., we rescued the crew of the British barque *Carnatic* under the following circumstances:—At 9 a.m. on the 4th August it was blowing a hard gale from W.N.W., with a terrific sea, when we saw the *Carnatic* to windward of us, flying signals of distress. He bore down on us, and signalled that his vessel was sinking, his pumps broken, and three feet of water in the hold, and that all his boats were destroyed. He requested us to send a boat to rescue them. We had suffered ourselves considerably during the gale, having lost our headrails, part of the main bulwarks, and everything movable about the decks; our cargo had shifted a little, so that we were lying with our waterways under water; the ship was leaking freely, requiring the crew pretty constantly at the pumps. I signalled the *Carnatic* that it was then impossible for a boat to live in such a sea, but best for us to stand to the northward, where we ought to get the sea more moderate, and in the meantime that I would stand by him. The weather continued the same during the day, and thinking it best to get a crew ready for the boat in case of the worst, I called the crew aft and told them the facts of the case, and asked for volunteers to go in the boat. They thought I was going to put the boat out then, and, at the same time, were well aware that it would be almost certain destruction to attempt it; yet, to their credit, they volunteered to a man, the chief officer requesting to have charge of the boat. I then requested Mr. Gunning, chief officer, to pick a crew, and by signals from the vessel, found that they might keep her afloat till morning. Agreed to show a light to each other during the night. The gale continued

with unabated force till near daylight, when it began to moderate a little, and the sea had gone down considerably, but still blowing hard, with a heavy sea. We closed with the vessel, when they signalled that she was getting very helpless. I therefore decided to launch our boat at once. The crew consisted of the following, who, in my opinion, are deserving of all praise:—Mr. J. Gunning, chief officer; H. M'Kee, third officer; Robt. Kaetz, A.B.; Thos. Hynes, A.B.; J. Freeman, A.B.; H. Leigh, apprentice. At 8 a.m. we succeeded in launching the lifeboat safely, and she behaved splendidly. At noon, after three trips, all the crew had been got on board (nineteen all told, including the Captain's wife), without any accident to any person, but we got our own good boat stove in whilst taking her on board. At 1.45 p.m. (one hour and three-quarters after the last of the crew got on board of us) the vessel sank, distant from us at the time about five miles. I need hardly say that we all tried to make them as comfortable as possible. We had them on board for twenty-one days, when we landed them at St. Helena.

SECOND CASE.

Report to "The Waterford Steam Ship Company (Limited)," Owners of the S.S. "Comeragh," from Captain J. Coffey, Master of that Vessel.

SATURDAY, September 2, 1882, from Liverpool to Waterford—begins with whole gale, W.S.W. to S.W., very high sea, heavy rain at times. At 10.15 a.m., Tuskar Lighthouse bore N.W, about three miles, kept the course W. by S. for Coningby Lightship. At 11 a.m. sighted a schooner, deep laden, with her ensign union down in her rigging; she was labouring heavily, the gangways and bulwarks on starboard side gone, all her sails flying about; she apparently in a bad way, the water washing over her. Hailed, and spoke her; the captain and crew, in all four people, crying out their vessel was sinking, their only boat was broken, had nothing to eat, and exhausted from pumping. I ordered both starboard and port quarter pinnaces to be got ready for launching, and after some manœuvring, I got close to windward of the schooner, and hove them several lines, asking them to make themselves fast, and they would be hauled on board; but this they were afraid to do, excepting only a little boy, who was successfully hauled through the water. The chief officer, Mr. Sinnott, and four of the crew, nobly volunteered, and lowered the port pinnace, and saved the Captain and his two remaining men. Great praise is due to the way they handled their boat in the heavy sea, and getting her safe on board again. Their names are as follows: Nicholas Sinnott, chief officer (Waterford); John Walsh, quartermaster (Passage); William Hutchinson, quartermaster (Waterford); Patrick Lannon, A.B. (Waterford), and John Ohaire, A.B. (Waterford). The schooner was called *Milbay*, of Swansea, Captain P. Christopher, from Cardiff to Dungarvan, with cargo of coals. I could see the schooner half an hour after saving the men. I proceeded to Waterford, and arrived at 5.30 p.m. Tuskar Lighthouse bore E.N.E. about five miles.

THE SOCIETY'S WORK.

UNDER the subjoined "Quarterly General Summary of Relief, &c."—comprising particulars of the Society's Work, in accordance with its several specified National Objects,* and various other Functions—will be found the interesting, and, in many respects, touching record of the Society's benevolent Operations on behalf of all the Seafaring Classes of Men, and those Dependent on them, since the issue of the last Quarterly Statement:—

QUARTERLY GENERAL SUMMARY OF RELIEF, &c.

THE total Number directly succoured or otherwise relieved, &c., by the Society's Central Executive in London, and by its Honorary Representatives and Agents in all parts of the United Kingdom, as well as Abroad, and in the Colonies—under the Society's respective National Objects—viz., I. "Assistance to the Shipwrecked;" II. "Relief to Members;" III. "Relief to Non-Members;" IV. "Rewards for Saving Life, &c."—was as follows, during the past Quarter, ending 31st December, 1883:—

SHIPWRECKED SUFFERERS—MEMBERS AND NON-MEMBERS, FOR LOSSES, AND IN SPECIAL DISASTERS AND DISTRESS—DEPENDENT WIDOWS AND ORPHANS, &c., &c.....	3,405

OF the many Honorary Agencies from which the more numerous claims embraced within these figures were received, the following (appending also the names of the Society's Local Honorary Representatives), with the Amounts allotted to each, may be specially mentioned, viz.:—Aberdeen (Mr. D. Mearns), £31; Cardiff (Captain Jas. Fraser), £27; Dundee (Mr. Jno. Machan), £60; Hartlepool (Mr. S. Armstrong), £36; Hull (Mr. J. W. Day), £108; Liverpool (Thomas Hanmer, Esq.), £74; North Shields (Mr. G. French), £305; South Shields (Messrs. Crisp & Hails, and Rev. H. W. Farrar), £285; Sunderland (Messrs. R. M. Hudson & Co.), £401; Yarmouth (G. T. Watson, Esq.), £49—giving a total of £1,376 (out of the Quarter's Amount of £4,781, granted for these particular "Objects of the Society") as issued, during the past Quarter, at these Agencies and Seaports, &c., alone.

THE details of various special awards, just recently made, of the Society's Silver Medals, with other Rewards for Saving Life, &c., may, it is hoped, be available for inclusion in the next Number of this Magazine.

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* See the details given under "The Society's Objects," as embodied in "The Annual Report," at pp. 56 and 57 of this Heading, of "THE SHIPWRECKED FISHERMEN AND MARINERS' SOCIETY."

SPECIAL CONTRIBUTION LIST.

COLLECTIONS, DONATIONS, LEGACIES, SERMONS, &c., ON BEHALF OF THE SOCIETY, RECORDED SINCE THE ISSUE OF THE LAST QUARTERLY STATEMENT.

	£	s.	d.
LONDON.—H.R.H. the Duke of Edinburgh, K.G. (The President of the Society)	25	0	0
William Dent, Esq.	20	0	0
Lloyd's Register of British and Foreign Shipping	105	0	
The Cordwainers' Company	26	5	0
Mrs. Murray Mider	15	0	0
The Grocers' Company	100	0	0
The Baroness Burdett-Coutts*	10	0	0
Alderman Sir Thomas Dakin*	5	5	0
William Edwards, Esq.*	5	5	0
Miss H. L. Cohen*	10	0	0
Miss Lucy Cohen*	5	0	0
John Samuel, Esq.*	5	0	0
Edward Edwards, Esq.*	10	10	0
Joseph Roberts, Esq.	50	0	0
The Salters' Company	10	10	0
Viscount Eversley	5	0	0
The Skinners' Company	10	10	0
J. Henderson, Esq. (Annual)	20	0	0
R. Henderson, Esq. (Annual)	20	0	0
Indemnity Mutual Marine Association	25	0	0
The Mercers' Company	31	10	0
Rev. Frederick Field, M.A., LL.D.	100	0	0
Dollond & Co.'s workmen, in Barometer Box	0	2	4
National Provincial Bank of England	10	10	0
Anonymous (Postal Order, E. Strand, W.C.)	1	0	0

	£	s.	d.
Collecting Boxes:—			
SS. *Australia*, Capt. Thos. Alderton	2	2	0
SS. *Cuzco*, Capt. Ridler	0	5	2
SS. *Agra*, Capt. J. R. Gavin	1	18	0
SS. *Orient*, Capt. Hewison	0	6	3
SS. *Navarino*, Capt. Withers	0	3	7
SS. *Deccan*, Capt. Adamson	3	18	2
SS. *Ganges*, Capt. W. B. Andrews	0	5	0
Fishermen & Mariners' Home at the International Fisheries Exhibition	0	3	4
P. & O. Company's Offices at the Royal Albert Docks (per James Evans, Esq.)	0	2	11
Mercantile Marine Office, Victoria Docks (per Henry Moore, Esq.)	1	9	6
BARNSTAPLE.—Collection at Newport Church, after Sermon by the Rev. J. Gifford, M.A. (per Capt. G. B. Pearse, Hon. Agent)	2	1	6
BATHGATE, N.B. — Collection in private Sunday-school (per Mrs. J. S. S. Maxwell Durham)	2	0	3

* Received and announced at the Society's Annual General Meeting, in Fishmongers' Hall, London Bridge, on December 17, 1883, as referred to under "The Society's Proceedings," in the current Number of this Magazine (p. 53).

	£	s.	d.
BRIGHTON. — Collection after Sermon at St. John the Baptist Church, Hove, by the Rev. Fredk. Reade, M.A.	26	0	4
GLASGOW.—Collecting Box at Mercantile Marine Office (per D. C. Ross, Esq.)	0	11	6
KIMEKILNS, N.B.—Collection in United Presbyterian Church, on Sunday, December 2nd, 1883 (per S. H. Ohlsen, Esq., Hon. Agent)	7	3	9
LOSSIEMOUTH, N.B.—Congregational Collection, after Sermon by the Rev. John Wellwood (per R. Simmie, Esq., Hon. Agent)	2	10	0
LYTHAM.—Collection after Sermon in Parish Church, by the Rev. H. B. Hawkins, M.A., Life Governor — inclusive of Gift of £100 (per J. W. Wilding, Esq., Hon. Agent)	112	1	9
MANCHESTER. — Collection in class at Sunday-school (per Mr. W. Wibberly)..	0	7	6
RAVENGLASS.—Collection after Sermon in Muncaster Church, by the Rev. Canon Bell, on Dec. 16, 1883	1	9	4
SEAHAM. — Proceeds of Musical Entertainment in Londonderry Rooms, J. B. Emmison, Esq., J.P., in the chair. J. B. Thorman, Esq., Hon. Sec. (per Mr. Wm. Farrow, Hon. Agent)	9	5	3
SALCOMBE.—Congregational Collection, after Sermon by Rev. M. Kelly, M.A., the Vicar (per Rev. F. C. H. Randolph, Rural Dean)	6	7	8
WALTON-ON-THE-NAZE.—Moiety of Collection in Parish Church, at Harvest Thanksgiving Service, after Sermon by the Rev. James T. Cooke, M.A. (per Mr. J. H. Davie, Hon. Agent)	6	11	8
WESTON-SUPER-MARE.—Moiety of Collection in St. John's Church, after Sermon by the Rev. G. Buckle, M.A. (per W. E. Hillier, Esq., Hon. Agent)	7	16	0
Moiety of Collection in Holy Trinity Church, after Sermon by the Rev. William Hunt, M.A. (per W. E. Hillier, Esq., Hon. Agent)	14	6	8
WHITBY.—Moiety of Collection in Sleight's Church, at Harvest Thanksgiving Service, after Sermon by Rev. T. Walker, M.A. (per Capt. J. N. Lawson, Hon. Agent)....	0	15	0
Collection at Harvest Thanksgiving Service at St. Michael's Church, after Sermon by Rev. George Austen, M.A. (per Capt. J. N. Lawson, Hon. Agent)	2	0	10
Proceeds of a Juvenile Concert given at Aislaby, on the 20th November, 1883, received from Miss R. Storm (per Capt. J. N. Lawson, Hon Agent)	5	0	0
LEGACIES RECEIVED:—			
Miss E. Irton	10	0	0
Miss E. H. Dawes	5	0	0

THE YEAR, AND THE MONTHS.

1884.

[Jewish Calendar—5644-45. Mohammedan Calendar—1301-02.]

GOLDEN NUMBER—4: SOLAR CYCLE—17: DOMINICAL LETTERS —F. E.: JULIAN PERIOD—6,597: EASTER SUNDAY—APRIL 13: WHIT SUNDAY—JUNE 1: ADVENT SUNDAY—NOVEMBER 30.

THE SEASONS.

"SPRING—Showery, flowery, bowery:
SUMMER—Hoppy, croppy, poppy.
AUTUMN—Wheezy, sneezy, freezy:
WINTER—Slippy, drippy, nippy."

LINES ON FRENCH CALENDAR, 1793.

SPRING, March 20, Sun enters Aries, 5 A.M. | AUTUMN, Sept. 22, Sun enters Libra, 3 P.M.
SUMMER, June 21, Sun enters Cancer, 1 A.M. | WINTER, Dec. 21, Sun enters Capricornus, 10 A.M.
The EQUINOXES—at Spring and Autumn; and the SOLSTICES—at Summer and Winter.
ECLIPSE OF THE SUN (PARTIAL)—March 27, invisible at Greenwich.
ECLIPSE OF THE MOON (TOTAL)—April 10, invisible at Greenwich:
ECLIPSE OF THE SUN (PARTIAL)—April 25, invisible at Greenwich.
ECLIPSE OF THE MOON (TOTAL)—October 4, visible at Greenwich.
ECLIPSE OF THE SUN (PARTIAL)—October 18-19, invisible at Greenwich.

JANUARY.

"March in Janiveer,
January in March, I fear."

PROVERB.

SUN.

1st DAY	Rises 8h. 8m.	Sets 3h. 59m.	15th DAY	Rises 8h. 2m.	Sets 4h. 17m.
8th DAY	Rises 8h. 7m.	Sets 4h. 7m.	22nd DAY	Rises 7h. 55m.	Sets 4h. 28m.

MOON.

5th DAY	First Quarter	9h. 35m. P.M.	20th DAY	Last Quarter	5h. 23m. A.M.
12th DAY	Full Moon	3h. 27m. P.M.	28th DAY	New Moon	5h. 1m. A.M.

IN PERIGEE, 9th DAY ... 5 P.M. IN APOGEE, 21st DAY ... 11 A.M.

FEBRUARY.

"Then came old February, sitting
In an old wagon, for he could not ride,
Drawn of two fishes for the season fitting,
Which through the flood before did softly slide
And swim away."

SPENSER.

SUN.

1st DAY	Rises 7h. 42m.	Sets 4h. 46m.	15th DAY	Rises 7h. 17m.	Sets 5h. 12m.
8th DAY	Rises 7h. 30m.	Sets 4h. 59m.	22nd DAY	Rises 7h. 3m.	Sets 5h. 24m.

MOON.

4th DAY	First Quarter	5h. 57m. A.M.	11th DAY ...	Last Quarter	3h. 13m. A.M.
11th DAY	Full Moon	4h. 48m. A.M.	26th DAY	New Moon	6h. 35m. P.M.

IN PERIGEE, 4th DAY ... 9 P.M. IN APOGEE, 18th DAY ... 8 A.M.

MARCH.

"March many-weathers—sunshine and cloud, shower and storm:
Comes in like a lion, goes out like a lamb."

PROVERB.

SUN.

1st DAY	Rises 6h. 46m.	Sets 5h. 39m.	15th Day	Rises 6h. 15m.	Sets 6h. 3m.
8th DAY	Rises 6h. 31m.	Sets 5h. 51m.	22nd DAY	Rises 5h. 59m.	Sets 6h. 15m.

MOON.

4th DAY	First Quarter	1h. 3m. P.M.	19th DAY	Last Quarter	11h. 13m. P.M.
11th DAY	Full Moon	7h. 40m. P.M.	27th DAY	New Moon	5h. 48m. A.M.

IN PERIGEE, 1st DAY, 6 A.M. IN APOGEE, 17th DAY, 5 A.M. IN PERIGEE, 29th DAY, 1 A.M.

FRONTISPIECE.—"The Shipwrecked Mariner.'—APRIL, 1884.

AT REST.

No. CXXII. VOL. XXXI.

THE SHIPWRECKED MARINER

"There is Sorrow on the Sea."

Quarterly Maritime Magazine.

APRIL, 1884.

Published under the Auspices of "The Shipwrecked Mariners' Society."

YARNS BY AN OLD TAR.

II.

ABOUT the 23rd June, 18—, I left the Sand Heads, in the ship "*J*—— *T*—— *F*——," bound for London, deeply-laden with a general Calcutta cargo. She was a large ship with a weak constitution; and as we had a heavy S.W. monsoon down the Bay of Bengal, it required the most anxious care of myself and officers to make a decent passage without injury to the ship or cargo.

Soon after leaving, my attention was attracted by the very strange conduct of our boatswain, who would sit for hours on the cant at the cabin door, and never move until compelled by some of the men to understand that his watch was up, and that it was time for him to turn in; and no sooner was the port watch called than out he would come and take his accustomed seat, and keep it too, in spite of wind, rain, or sea. It may be surmised he was not of much use for a leading man, and on inquiring into his case, I was informed he had only just left the hospital, in which he had been for a very long time, suffering from delirium tremens. He was, consequently, most unfit

to encounter the severe trial of the dead beat down the Bay, so I immediately ordered him to bed, and, although mortified and angry at his undertaking a duty for which he was in no respect fitted, I did all I could to get him better.

I knew very little of medicine, and the worst cases I ever had to treat before, on my own responsibility, had been easily disposed of by a prescription from the book in my medicine-chest. This case, however, baffled me entirely, and many a consultation I had with my chief mate, who knew possibly less than I did, as to what would be the best medicine to try next. In six weeks we had given the patient nearly all the medicine likely to be of service to him. The man was decidedly worse, and although his appetite was good, he could not walk without assistance. He was very ungrateful, and would freely abuse the boy, who was told off to wait upon him, if his meals were not brought regularly to him; and both the mate and myself also came in for our share of abuse if his medicine was not as palatable as it might be.

We had crossed the S.E. Trade, and were running down our westing, when, early one morning, after having laid down in my clothes for an hour, the mate, Mr. McD——, knocked at my cabin door with the sad news that the poor boatswain was found quite dead in his bed. I told Mr. McD—— that it was hardly to be expected that we could cure him, when the doctors in Calcutta had failed. I said also, that I should have preferred to have seen him die myself, but that as he was dead the sailmaker had better sew him up, and (as customary at sea) we would bury him at eight bells. I had seen several funerals on board ship, but never officiated personally at one before, and, being anxious that on this occasion everything should be done in order, I read the Burial Service over several times, leaving my worthy chief officer, old McD——, to see to the corpse, &c.

At ten minutes to eight the ship's bell was tolled, and the procession formed on the quarter-deck. The men were all fully dressed, and with bare heads; and the body was carried on a grating to the lee gangway with the cross of the English ensign over all. The service was impressive, and I was so much affected that I found a difficulty in reading distinctly, and felt very uncomfortable. Suddenly, my attention was called to the two men who held the grating, for they were as white as chalk, and trembling all over, and I feared they would drop

the body overboard before the proper time. I moved close up to the grating, and, to my great alarm, I then certainly saw the flag move, and the corpse wriggle about in the most unusual manner. At this moment, had I not instantly laid hold of the grating, I verily believe the two men would have thrown their burden overboard, from sheer

HOMEWARD BOUND.

fright, and it was some time before I could get any assistance. The wriggle increased to a downright struggle, and as the corpse could not sit up, it began to swear at us dreadfully. We cut the stitches, released our friend the boatswain as quick as possible, and bore him back to bed—he abusing us all the way; and, although he lived for nearly three weeks afterwards, I think he never forgave us for what he thought was a practical joke.

Some of the old sailors stated that the man would not die till we were in soundings; and, strange to say, he really did die very nearly at the time we struck soundings on Cape L'Agulhas Bank, and I had some difficulty, as may well be guessed, in getting anyone again to hold the grating at our boatswain's funeral.

D.

THE GUIDING LIGHT.

IN a quaint old town,
Whose homes have crowded down,
Down by the very sea,
There is a story old,
Which is to many a sailor bold
A sign of peace and happiness
From off the land to him at sea:—
A maiden did—unto her sailor love,
Who must pass by, as out to sea
He sailed for distant lands—
Declare that, if at home all did go well,
A light from off the shore should tell
Both as he went and came from sea.

And so the custom old,
To many a sailor bold
And fishing smack at sea,
Has sent a message sweet
Of love and peace—"we do remember thee;"
While out upon the deep
The sailor lads look anxiously
The gleaming token light to see.
And thus it came to pass
That from a token light
A gleaming beacon light it came to be,
To tell of dangerous rocks as well as love
To those far out at sea.
So, Willie, bring the faggot bright,
While father trims the beacon light,
For sister sees a ship just off the lea!

MARY A. BARR.

GREAT GALES.

(By a Fellow of the Royal Meteorological Society.)

"The wind, it is a mystic thing,
Wand'ring o'er ocean wide,
And fanning all the thousand sails
That o'er its billows glide.
It curls the blue waves into foam,
It snaps the strongest mast,
Then like a sorrowing thing it sighs,
When the wild storm is past."

Elizabeth Hawkshaw.

X.

(*Continued from page* 20.)

PROCEEDING, in continuation and completion of the records for the eighteenth century, before entering upon those relating to the current or nineteenth, we have to note the following additional damages through wind and storm on sea and land :—

1799. Feb. 11. Plymouth. A severe hurricane from N.W. and W.N.W. At 4 p.m. the *Naiad*, frigate, broke from her moorings and got on shore. The *Bon Ordre*, a privateer, went on shore on the Catdown side. The new church was partly unroofed, and other damage was done to buildings.

London, barometer 28·8 inches; at Liverpool, 29·1, with wind N.E. Much damage on the Thames. "Among the small craft there is great havock, both below and above bridge." A thaw seems to

have followed this gale, then heavy rains, which caused floods and much damage inland.

Feb. 19. Yarmouth, Norfolk. Report says: "At sea the succession of storms has produced great mischief, of which our town has largely partaken. Three of our vessels, with cargoes and nearly all of the crews, have perished, and others have run ashore. Many strangers and natives have been wrecked on the coasts of Norfolk and Suffolk on Feb. 20."

The *Cambrian*, frigate, reported: "On the 20th we encountered a most tremendous gale in the Channel, with thunder and lightning. A fire-ball fell on the forecastle, killed two men and wounded seventeen. Five men were struck blind, one of whom is raving mad. The scene was so awful that we all expected immediate death."

March and April, especially the end of the latter, was very stormy on our east coasts. Strong N.E. winds are spoken of.

April 5. "Some hundreds of birds of passage, Royston crows,* lapwings, grey plovers, woodcocks, &c., were cast on shore on the Holderness coast."

April 6. "Such was the severity of the storm this day that numbers of crows dropped in their flight dead upon the earth. Others were taken alive near Skipton Craven."

Near the end of the year the weather was very stormy, and report from Aberdeen, Jan. 1, 1800, says: "The accounts in all directions from the coast are melancholy in the extreme, and we even fear that we are not yet apprised of the extent of our calamity. Five or six vessels are named as being lost; every man perished except the masters of two of them. Thirteen vessels are ashore between Bervie and Montrose. Of a fleet of seventy-one sail from Sunderland and Shields to Scotland only six have been heard of. From the desperate gales we have had the greatest apprehensions are entertained for the safety of the rest."

1800. Sept. 24. There was a very heavy gale of wind at Plymouth; a man-of-war's boat was upset and five men drowned; the 25th, "stormy in London."

Nov. 9. S.E. gale felt at Gravesend and much damage done, ships

* This is the common designation for the hooded crow, or the *Corvus cornix*, of Linnæus.

broke loose and boats were sunk. At Harwich the wind was N. and N.N.W., at one p.m. scarcely a ship in harbour could keep her anchorage. The effects were equally distressing on shore. The storm was felt throughout Sussex, where much damage was done to buildings. The Weymouth mail coach was blown over, "to the hurt of the passengers."

Plymouth. A gale set in from S.E., and the wind veered to the W.N.W. with very heavy sea; a ship went on the rocks in Deadman's Bay.

The heavy rains washed down bridges in the southern counties, and at Northampton there was a great flood; trees and gardens suffered much. The storm was thought to have had no equal since 1703, and the reports of its effects in the metropolis would seem to justify this idea.* The gale was most violent at noon.

The *Romney*, man-of-war, encountered the storm off the North Foreland, and had to cut away her masts, and on arriving at Sheerness, reported seeing eight large ships without a mast, and it was understood that several were lost.

1801. Near the close of the eighteenth century there was, then, stormy weather with considerable disasters at sea, especially on the south and east coasts of Great Britain; but the first year of the nineteenth century was not marked by any serious maritime disaster.

1802. Jan. 20, 21. A violent hurricane from S.W. affecting severely the whole country; the accounts show very general damage in the metropolis and over England and Ireland.

Plymouth. Several guns were fired by two frigates in the Sound, they dragged their anchors, but succeeded in riding out the gale.

Off Lowestoft two vessels were wrecked and some of the crews drowned, and several vessels were lost off Yarmouth. At Hull there was much damage among the shipping, and several persons lost.

Lancaster. About 10 p.m. on the 20th, a very heavy storm came on from the westward, and continued with unabated fury for twenty hours. The tide rose higher than at any time since 1796, and breaches were made in some new embankments near Scale Hall.

* The storm of 1703 is more than once mentioned as a standard of severity, just as the "Royal Charter" gale (1859) has been since. As anemometry is of so recent a date, we have no means of judging as to the actual wind force, and, indeed, this is a subject which still awaits the attention of a specialist.

Liverpool. "The river along the Cheshire coast presented a sad scene. Dead bodies were thrown up and pieces of wreck here and there. Horror was depicted on every countenance. People were afraid to go out lest they should be killed, and equally afraid to remain within."

At Holyhead wrecks occurred, and a large American ship was cast on the reefs. At Chester the hurricane did considerable damage, as scarcely a house escaped. The Dublin report says: "There was scarcely a house in the city which had not suffered more or less injuries to the walls, roofs, or chimneys."

Dec. 28, 29. The barometer fell below 29 inches with a heavy gale from southward.

At Plymouth the sea ran with such violence as to break down part of the North Bar Wall: "stones of near a ton weight were hurled twenty yards, and the whole of the marshes were completely flooded." A Prussian galliott was cast away, and on December 31st, some men trying to save a part of the wreck were drowned.

At Greenock there was a heavy fall of snow prior to the gale: the tide rose very high, overflowing the quays, being nearly as high as in January, 1796.

1803. Jan. 1. At Falmouth there was a most violent whirlwind, which stripped the roof off every house in its way, tore up trees, and threw a vessel lying in the harbour on her beam-ends.

Jan. 8 to 10. Hull. A violent gale set in on Saturday, the 8th, which continued with little intermission to the 10th, on which day the wind was of great force from N.E. A gallant rescue was made of the crew, nine in number, of the *Meanwell*, of Scarborough.

April 19. A very hard gale from W.S.W., felt in Scotland. A wreck, with loss of life, took place on a shore called Walecove.

Dec. 25. Several of the new buildings of Hythe barracks were blown down, and in different parts of the country houses were unroofed and trees torn up by the roots. A cutter belonging to Folkestone foundered with all hands. The beach was covered with timber of different sorts.

H.M. sloop *La Suffisante* was lost off Cork harbour, and had seven men drowned. This was described as a "tremendous gale."

1804. Jan. 19. A tremendous hurricane, which continued throughout the night, occurred in the neighbourhood of Swansea; it

came on suddenly, and, by the reports of the pilots, was preceded by an unusual agitation of the sea.

Jan. 22. A heavy gale felt severely in Kent. This was preceded (on the 19th), by a great blaze in the sky for some half-hour before

"CAST ON THE REEFS."

sunset, which phenomenon was the subject of some comment at that time.

Feb. 25. A severe storm of snow and wind at Bervie, Scotland, which did damage to houses, ships, &c.

At Hull, the strongest wind in the year was felt on this day.

1806. Jan. Stormy weather commenced on the 9th, with a heavy fall of snow in Yorkshire and thunder and lightning in Lancashire. On the 10th the barometer had fallen to 28·7 inches, in London, with the weather stormy, while on this day at Hull there was "a tremendous gale and heavy rain." On the 12th, a new iron bridge over the Tees at Yarm fell; a "Billingsgate packet," called the *Duke of York*, foundered, with four men, off Sheerness, and many small craft were lost between London and Gravesend. A succession of gales prevailed during ten days (or, as we should express it now, a succession of depressions passed over these islands). One of these was felt at Liverpool, with unabated violence, for thirty-six hours.

Jan. 16. The lower part of Wakefield was inundated, and two vessels were carried over the weir. "Lieut. Smith and seven men of the *Namur*, lying at St. Helen's, Isle of Wight, were lost in the very dreadful gale of this day." The ship's launch had broken adrift with two men in it, and the above, going to the rescue, were lost. This storm caused great devastation between Bristol and Bath.

May 27. "Last week a dreadful hurricane occurred at Sunderland, accompanied with thunder and hail. The shipping, about 500, were thrown into great confusion; many were damaged, several driven ashore and wrecked." This storm (? thunderstorm) was violent in Wales and Monmouthshire.

Dec. 15. Brighton. During a terrific storm, the roadway between the Royal Crescent and Rock buildings was completely cut asunder by the sea. (Sawyer, on the Climate of Brighton.)

1807. Feb. 18. Yarmouth, Norfolk. H.M. gun-brig *Snipe* ran on shore at the haven's mouth during a dreadful gale. All efforts to communicate with her failed, and sixty-seven persons were seen to perish within fifty yards of the shore.*

In this month 144 dead bodies were washed ashore round Yarmouth (Nall). This indicates that many besides the crew of the *Snipe* were lost in this storm.

Sept. 7. Dunbar. "A severe storm of wind and rain, from N.E.,

* It was this and attendant circumstances which led Captain G. W. Manby to devise some means of communicating with stranded ships (see p. 270, vol. xxx. of this Magazine). He had the satisfaction of knowing that during his lifetime more than 1,000 persons were saved by his apparatus, on different parts of our coast. The Government rewarded him by a grant of £6,700.

continued all last night and to-day. Several vessels drove ashore. A vessel coming from the Baltic to Leith was lost, with all hands."

In Scotland and North of England inundations were general and destructive.

Oct. 22. Brighton. Three brigs, two colliers, and a vessel laden with corn, were wrecked in front of the town.

1808. Jan. 14. The barometer at London and Bristol was down to 29 inches, but rose very quickly to 30 inches on the 15th. The wind then suddenly shifted from S.W. to N.W., as reported at Deal, began to blow violently, and increased to a perfect hurricane.

[A like sudden rise of the barometer frequently accompanies a shifting of the storm-centre; a short lull may occur, and then a repetition of the gale from another quarter, and with greater force, may be looked for. Our fishermen and sailors should always be cautious when the "glass" rises quickly from a low point—indeed, as much so as when it falls briskly.]

Ships parted from their anchors, others drifted, some lost topmasts and bowsprits, and many stood out of the Downs without either anchor or cable left. The violence of the sea caused breaches on the shore, and inundated the lower streets of Deal, and people were taken out of their chamber windows into boats.

At Dover four vessels sank, and many were in the Roads without anchors or cables.

At Yarmouth the gale was accompanied by a very heavy fall of snow. Two ships belonging to Leith were driven on shore, but the rest in the Roadstead put to sea.

Sheerness. The gale occurring at time of spring-tide the force was irresistible, and the level country was inundated for miles.

Considerable damage was done at Harwich; in short, there was sad havoc in several parts of the country.

Feb. 11. A strong gale from N.E., with heavy snowfall.

Ryde, Isle of Wight. Three vessels were sunk, and four on shore at this place.

Deal. The gale came on suddenly, and almost every merchantman cut cables and ran down Channel. Two vessels were entirely dismasted, and one was supposed to have foundered.

Dover, Margate, and Harwich gave similarly distressing accounts.

The fall of snow was extraordinary at Newmarket and Bury St.

Edmund's. The gentry of the neighbourhood, who had assembled at a county ball on the Thursday, could not get from the latter town till the next Monday, as the roads were blocked with snow.

Feb. 19. A piece of wreck was driven on shore near Margate.

IN FENLAND.

There were six seamen upon it, but within 1,000 yards of the shore a heavy sea upset them, and they all perished. The pier at this place, once a great ornament and protection, was now nothing but a pile of ruins.

A gale was felt at Flushing on the 15th of this month; this with

the high tides caused great distress, and twenty-nine persons lost their lives.

Dec. 18. "A large fleet of colliers, coasters, &c., with the loss of anchors, put into Harwich. Not one-fourth of them will be supplied for a considerable time." We can only estimate the force of the weather from this statement, as details of the storm are wanting. At Bristol the barometer seems to have fallen nearly one inch between the 15th and 16th of this month.

1809. A violent whirlwind occurred at Cirencester on July 6. This may have been the result of a thunderstorm, and only local. We conclude that this was not a stormy year—with this exception, that in March, 8—17, 1809, a great gale occurred in the Indian Ocean, seriously damaging a British fleet. It is known as the *Colloden* storm (see note on page 20).

1810. Sept. 22. A dreadful whirlwind was felt at Fernall Heath, Worcestershire; it was contracted within a belt of half to one mile in width. It uprooted 200 trees on one farm.

Nov. 10. The barometer at Bristol was at 29 inches, weather "very tempestuous." In London, barometer 28¼ inches. We have here to record a very violent storm of wind and rain. The wind is stated as at E.S.E., shifting as the gale abated to S.W.

At Taunton the rain continued for twenty-four hours; fifteen houses were destroyed between Exeter and Salisbury by the wind. At Dawlish nine or ten houses were swept away. At Swansea a great many houses were injured.

About Oxford there was a great devastation among buildings and trees, and some loss of life.

At Hatton, near Warwick, a fine painted window of the church was blown upon the ground, and many trees uprooted.

In Worcestershire there was much havoc, and both men and horses perished through the inclemency of the weather.

This storm had very distressing effects in Lincoln, the Fen district, and along the east coast southward. The sea banks were washed away, and at Boston whole streets were overflowed. Boston Church was under water in every part except the chancel, to which there was an ascent of two steps.

The surge passed over the old sea banks (of Lincolnshire coast), and the country between Wainfleet and Spalding for thirty miles was

flooded (that is, 20,000 acres of the richest land in England was under water). The loss of stock was computed at half a million pounds.

A sloop of war was sunk at Hobhole, and thirty men perished.

At Stamford there was much damage. In Burleigh Park 100 large trees were destroyed, and many more in the neighbourhood.

In Lynn Deeps there was great damage.

At Wisbech serious losses were sustained; several craft laden with grain were sunk in the river Nene, and during the violence of the gale three sloops belonging to Hull were driven into the marshes between Wisbech and Sutton Washway.

In the Wash several vessels were lost with all hands, and the *Sea Vulture*, of Whitby, was wrecked on Holbech Marsh, after having weathered the storms of *one hundred years*. She was built in the reign of Queen Anne, and had been a constant trader from London to Whitby. The accounts of this storm say: "Not fewer than forty wrecks are thrown up along the Lincolnshire coast, and dead bodies are brought in with every tide."

On the coast of Norfolk fifty or sixty vessels were supposed to have been wrecked, many of whose crews were drowned.

At Trimmingham a shallop went on shore, and the crew were saved by Captain Manby's mortar apparatus; but at Mundesley, where the apparatus had not been supplied, a brig went on shore, and eight men, a woman, and a child perished.

Off Lowestoft a brig foundered, and all on board were lost.

At Wells two colliers went on shore, and eighteen men drowned.

At Cromer a fishing vessel was towed ashore bottom upwards, the crew of fifteen all gone.

S. H. M.

A TALE OF THE SEA COAST.*

"The tidings spread, and gathering grows the crowd;
The hum of voices, and the laughter loud;
And woman's gentler, anxious tone is heard—
Friends', husbands', lovers' names, in each dear word:
Oh! are they safe? We ask not of success;
But shall we see them?"

THE CORSAIR.

NEW scenes in nature are more impressive than a storm at sea—when the strong wind lifteth up the waters of the vast deep, and when the floods lift up their voice, even the mighty waves of the sea; but when peculiar circumstances are connected with "the war of elements," its effects are heightened above all the dreamy imaginings of the poet's art divine; and exceed, in awful grandeur, the life-creating attributes of the painter's power.

There is a nameless majesty in the wide, wide sea, even when contemplated under the calm and unruffled form which is impressed upon it—when no soft breath of heaven moves it to gentle undulation—and when its mighty vastness reposes in its own magnificence, like a cradled infant. But when the leaping waves are lashed by the fury of the loud-yelling storm, and the white-crested billows appear like Alpine mountains, capped with crystal snow, or when the separating

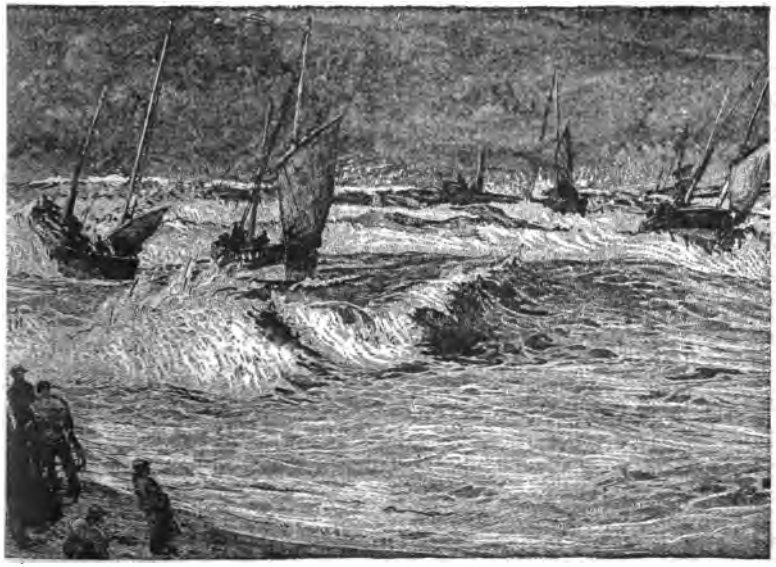
* By the Rev. J. YOUNG, M.A.; from "*The Sea Pie.*" Published on behalf of "THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY." London: Simpkin Marshall & Co., 1842.

waves, like some wide-gaping crater, present to the view of the trembling beholder dark, unfathomable depths, it assumes a character which throws a spell of powerful interest, bordering on sublimity, over the feelings of the amazed spectator, who in the ecstasy or awe of the moment, can only *feel* the sentiment of the Psalmist—"Among the gods there is none like unto Thee, O Lord; neither are there any works like unto Thy works;" or bow with trembling before presence of Him "Who gathers the winds in His fists and binds the waters in a garment, or measures the sea in the hollow of His hand."

Such scenes I have again and again beheld, during a residence of some years on one of the most romantic coasts which our sea-girt island can boast; and as often have experienced, in a measure at least, the emotions referred to above. But there was one occasion on which the powerful effect produced within me by the wild uproar of agitated waters was immeasurably increased by the exhibition of a scene so exciting and so painful, that, while memory holds her empire, it will never be obliterated. However powerful and graphic the sketch might be which the pen of the most descriptive writer could furnish, it would, nevertheless, be unequal to convey a just conception of the imposing grandeur and awful pomp which I then contemplated, or of the strong emotions which then possessed me. My outline, therefore, will only serve to furnish a faint and imperfect idea of the scene and circumstance to which I have referred.

The wild and boisterous month of November had already set in; and one more stormy than the present had not been known for years. Contrary winds, louder and of longer continuance than usual, had for several days been experienced; when, towards the close of a day which had been particularly dark and gloomy, the deep, hollow moans of distant and fitful blasts, which sounded like some imprisoned monsters in the caves of ocean, gave strong indications to the practised ears of the officers of the Preventive service, as they slowly paced the lengthy pier, that a storm was gathering up its strength, and might soon be expected to rage with considerable fury. The continued and increased warnings were not disregarded by the fishermen, scores of whom had sailed before the dawn of day from the town in question, in pursuit of the treasures of the sea. One by one their little buoyant barks appeared in sight, scudding before the blustering gale, and entering the harbour amidst the cheers of waiting companions, and were hailed

with affectionate greetings by anxious, watching wives, or by tears of joy which stole down the cheeks of their trembling children. Oh, it was a sight never to be forgotten! The calm, unruffled feelings of the hardy fishermen strongly contrasted with the anxiety or delight which spread over the countenances of the women and the young, who received or waited for husbands or fathers, sweethearts or sons; while the heavy, portentous clouds continued to gather in magnitude and gloom; and the dashing spray drove the gaping crowds higher and



RUNNING FOR SHORE.

yet higher up the beach, and the yielding masts of the vessels creaked beneath the full-bellied sail, and some loose cordage flew like pennons before the growling blast; it would have supplied a scene of the most magnificent character for some able master of the pencil.

The tempest continued to increase in violence. The last boat made the port, and rode with comparative safety in the spacious harbour. Still the storm advanced in strength and fury, until a perfect hurricane roared through the rigging of the little sheltered fleet, and shook the firmest buildings of the town, which, standing on a lofty point of land

along the line of the raging waters, appeared to brave the utmost malignity of the sweeping tempest. Considerable portions of massive stone were torn from the boundary-wall, which was intended to protect the promenade on the pier, through which wide-mouthed apertures the rising waters leaped, as if inspired with life, threatening wide and increasing destruction. Now, indeed, the storm appeared to have reached its dreadful climax. The noise of the sea, as it rose, boiling and tossing above the signal-flag pole, and forming into hollow, foam-crowned curves, like emerald alcoves, dashed furiously on the shore, and rolled in whelming torrents far up the beach, was deafening and appalling; while the thundering wind seemed to join in rude and turbulent chorus, as if disputing with the waters the right of pre-eminence.

At this fearful moment the steady watchers on the heights discovered on the summit of one of the mountain billows, at a distance of between two and three miles from land, a small and solitary vessel. The sight was almost sickening to behold. The information of the discovery flew like lightning through the town, as fears were entertained that some of their partners in peril might yet be absent. In a few minutes the greater part of the houses were untenanted, and the tops and sides of the cliffs appeared a living mass. The little bark was seen for a moment reeling on the lofty eminence; and then, suddenly plunging down the steep abyss, was lost to the gaping multitude. A thrill of horror passed along the line of spectators, as if a powerful galvanic shock had been experienced by them; and, even above the raging of the storm, the emphatic but unconscious "Oh!" rose from the agitated beholders. Presently the top of the mast again appeared, and, slowly emerging from the depths, the fragile sea-boat, "like a thing of life," came once more to view; and, as before, for a few seconds stood shivering on the fearful elevation. Instantly a loud burst of gladness rent the air, and the waving of hats and handkerchiefs proclaimed the generous, frantic joy which was felt. Again she fell, and again rose, and at every change of position the same expressions of anguish or of pleasure were spontaneously given.

It was evident to those among the multitude who were experienced in nautical tactics that skill of no common kind must be exercised in the management of the vessel, as the strong current which, in the familiar language of the traders on the sea, "ran like a boar," was

nearly across the wind; it required, therefore, the nicest art to prevent the boat getting athwart the tide: in which case, although but for a moment, in consequence of the tremendous sea and wind, she would have filled and foundered.

A variety of conjectures were soon in circulation in reference to what she could be, and what was her course. The general opinion was that of her being a fishing-boat, which had been driven over from the French coast, and that the purpose of those who were on board was, if possible, to reach the harbour in sight. All doubt on the latter conjecture was soon removed, as she evidently neared the port. And now it could be distinctly seen at certain intervals, that one man guided the helm and managed the sail.

No evidence had yet been furnished that the people on shore were perceived by the solitary sailor; indeed, his whole attention must have been so occupied by his perilous situation and arduous duties, that nothing save his boat and large objects could have been attended to by him. A few minutes only elapsed, and positive evidence was afforded that the stranger was ignorant of the coast which he neared, as the point of land towards which he guided his scudding sea-boat was of so rocky a character as to render instant destruction inevitable, if in a short time his course was not changed. To warn him of his danger, and direct him to a place into which he might run with comparative safety, was a task of no easy kind to perform. Every means which ingenuity could devise, or which the pressure of the moment rendered available, was resorted to by the humane and daring. A loud cry from the people, such as it was hoped would reach his ear, was raised in vain—the tornadian roar of the wildly-raging elements drove back the sound as in solemn mockery, and bellowed a wild defiance to each renewed effort that was made to warn the apparently devoted one of his danger.

On the vessel came, and, with the rapidity of lightning, neared the shore. Hastily and certainly she seemed to approach the fatal spot. Anguish and horror sat visible on every face. The fixed eye, the outstretched neck, the compressed lips, and the convulsively-clenched fists, told how much was felt, although none could speak his feelings. Once more the effort was made to reach the sailor's ear; and at length evidence was given that the attempt was successful. And now the crowds waved him away with expressive action; but either he could

not change his course, or the signal was misunderstood, for still he kept on. The gale, which continued to blow with unabated violence, was now right in the vessel's stern, and she flew before its influence with fearful rapidity, now rising high upon the billows, and then sinking to the depths below—

"Through seas which seemed like paths of fire,
And play'd around her fearless prow,
Onwards and onwards still she came
In gallant pride—I see her now:
Nobly the buoyant vessel rose,
And dash'd aside the foaming spray;
Nor felt the danger which bestrode,
Beneath the waves, her saline way."

A very few minutes more, and in all probability the courageous and skilful mariner would be dashed to pieces among the pointed but hidden rocks. In this extremity signal-flags were hastily procured, and by their motion he was directed to the only point at which he could, with anything like a chance of being saved, approach. The signal was observed, and its import understood; for instantly the prow of the vessel veered a point or two, and bore its gallant helmsman away from the threatening danger.

Hundreds might now be seen running along the heights, towards the little bay at which the boat was to land; while not a few, under the enthusiasm which so strongly characterises our countrymen in the hour of peril, like the hunted chamois of the Alps,

"From crag to crag descending, swiftly sped"

down the sides of the cliffs, shortening the distance to the appointed spot, anxious to be first to render such assistance as the voyager might require.

With a grace which surprised even those who had long been accustomed to view the feats which could be performed by a good sea-boat, the bounding bark breasted the tremendous swell, dashed aside the misty spray—in itself a flood—and rose lightly from the deep paths of the ocean to the summit of the long and broad waves, which rolled fearfully. Gradually she rounded the point, and seemed prepared to stand in for the bar, when a fatal eddy caught her, and in a moment whirled her like a straw out of her course. The expertness of the sailor, however, was equal to the exigency of the occasion, his firmness never appeared for a moment to forsake him. With a steady and strong

hand he put about the tiller, shifted over the sail, and in a few minutes brought round his craft to her former course. Careful not to be so taken aback again, he made a large offing; and, although with almost

WATCHING.

infinite peril, he once more prepared for the land. This last and seamanlike movement was beheld with delight by those who waited in panting wishfulness for his landing; and again and again the loud, long, and hearty huzza rose above the roaring winds to cheer him on.

Great as was the peril through which the brave navigator had passed, he was not yet in a place of safety. A considerable distance

yet lay between him and land, and his strength, from his very great and continued exertions, was gradually giving way; besides which, considerable fear was entertained by those on shore lest the land-swell, which was very dreadful, might not, as he advanced within its power, prove fatal to his straining craft. Another and another cheer from the increasing multitude, which reverberated round the bay in lengthened echoes, seemed to inspirit the person for whom they were designed, for keeping, with firm grasp, the helm right in midships, he ran the vessel's head on to the shore. As she approached the beach, a mountainous swell lifted her up like a floating cork, and, with a sudden rush, bore her towards the land; in another minute the huge body of water retreated with sullen roar, and left the boat high and dry upon the loose and rattling shingle. A hundred hands instantly surrounded her, and proceeded to drag her further up the beach, fearing lest the returning swell might rise higher than its predecessor, and again bear her off.

Scarcely had the vessel been safely disposed of, and the brave seaman, who had so nobly piloted her through a sea in which the oldest mariner present considered it next to a miracle that so small a craft could live, had been received with reiterated acclamations, than a scene was presented which appeared to produce a feeling of disgust and horror in all who witnessed it.

At the bottom of the boat lay two young men, as inanimate as if already dead, affording no other signs of life than that which proceeded from an unpleasant guttural in the throat. So completely were they destitute of all motion, that it might have been imagined they had been thrown into the places they filled for the purpose of forming ballast. Nothing short of the positive evidence which was now furnished could have disposed the bystanders to believe that such a storm as had been weathered by the vessel could have roared around the beings they now gazed upon without rousing them from their state of insensibility. Questions were not requisite to be put to the person who had guided the craft, to account for the stupefaction which had fastened upon his companions; it was immediately perceived by all that they were labouring under the influence of *intoxication*.

Considerable curiosity now existed on the part of several persons in attendance to be made acquainted with the cause of the singular circumstances in which they had been found; when he, whose manly

conduct had saved the vessel, gave in substance the following interesting particulars :—

They were, as had been conjectured, fishermen from the French coast; and early in the morning had left their homes at Ambleteuse, to pursue their calling. For some years, he observed, he had been convinced of the advantages which are connected with temperance; and had, therefore, acting in conformity with his convictions, conscientiously abstained from the use of intoxicating fluids. He had now followed his profession as a fisherman for upwards of four years, in all weathers, without tasting a drop of ardent spirits; and not only did he feel no loss of physical power in abstaining from them, but was convinced that his ability to perform the duties to which he was called was greatly increased.

On stepping on board their vessel in the morning, he had employed all the arguments he could use to dissuade his companions from taking with them the intoxicating supply which he perceived they had brought, but all was useless; they persisted that a small portion of brandy—and they did not intend to take much—would keep out the cold, and strengthen them for their expected hard day's work. Finding all his advice rejected, he ceased to importune them; and they shortly after weighed anchor, and proceeded for the fishing-ground. After laying out their nets, his companions took their accustomed allotment of spirits, and repeated the complement when they had hauled them in. They had only cast them out a short period, a second time, before a strong wind from the shore drove them further out to sea than they wished or expected. So sudden and unlooked for was the squall, that they had not time to take in their nets. The wind continued to increase with fearful violence, and was attended by an unusual swell, which threatened to swallow them up. Every effort made to beat to windward, and, by easy tacking, get under the shelter of the high land of Bordeaux, was unavailing; and they were, therefore, obliged to stand out to sea, and scud before the gale.

Occasionally, and then more frequently, his shipmates indulged in supplies of brandy, and protested it was impossible to weather such a storm without something to cheer them. The tempest increased in strength and fury every moment, rendering their situation more and more perilous; and as the assistance of his comrades became increasingly necessary, they were, from their frequent use of brandy, less

capable of rendering it. In a short time they were so far under the influence of intoxication as positively to endanger the safety of the vessel and their own lives by the blunders they made in attending to the helm and sail. Again and again they drank, until, unable any longer to stand, they laid themselves down in the bottom of the boat, and ceased to possess any measure of what might be termed consciousness.

The entire task of managing the craft now devolved on himself, and he applied himself to his work with redoubled energy. The haze at this time was so heavy, as to prevent his observing an object far from him; and he was obliged, therefore, to bear away before the wind. After sailing on one tack as nearly as he could guess two hours, the thickness broke, and he discovered land on his starboard bow. Although ignorant of the English coast, he still felt himself obliged to bend to circumstances, and therefore made towards it. The exertions and dangers to which the folly of his companions had subjected him were at times almost beyond what he could endure; and he was persuaded that, had he not felt the advantages resulting from the abandonment of the use of ardent spirits, he should have yielded to the temptation of taking some, and, in all probability, neither their vessel nor themselves would ever have been heard of again. He needed not, he continued, to inform them of the sequel of that day's adventure—they were already fully possessed of it; and never, he assured them, should he forget, while life remained, the providential escape which he had that day experienced; nor should he cease to believe that his own and companions' lives were saved by God's blessing upon TEMPERANCE.

THE SEA AND ITS PERILS.

"Oh, many a bark, to that breast grappled fast,
Has gone down to the fearful and fathomless grave;
Again, crash'd together the keel and the mast,
To be seen tost aloft in the glee of the wave!"

SCHILLER.

A LONG NIGHT IN CHRISTCHURCH BAY.

ON a dark winter afternoon, with a gale blowing from the east, a large screw-steamer is screaming and howling her way among the small fishing-boats and other craft down the Solent; piloted by one of two brothers, joint owners of the pilot cutter No. —. Away in the Needles Channel, between those rocks and the dangerous shoal called the Shingles, is the pilot-boat, lying under a reefed trysail and storm jib; having on board the other brother, one hand, and an apprentice boy. Their business that particular evening was to intercept the steamer on her way to sea, board her, and take the pilot off.

Over the Bridge, as it is called, in the Needles Channel, the sea runs short and steep; and the cutter is driving bowsprit in, as, with her jib sheet to wind, she lies waiting and watching. It is past six o'clock, and quite dark, before the steamer's mast-head light, followed soon by the red and green, comes into sight; and the crew of the cutter let her jib draw a trifle, that she may forge far enough ahead for the steamer to pass just clear of them. As the steamer's great black hull looms up almost close alongside, the man and boy launch the small boat from the cutter's deck, leaving the pilot alone in her. So near were the vessels to each other at this time that, despite the howling of the wind, the pilot on the steamer's bridge was able to

hail his brother in the cutter, saying, "You had better go about, because of the Shingles;" then, after a hurried shake of the hand and "A pleasant voyage" to the captain of the steamer, he slips down a rope from the big ship's quarter into his little boat, which was now towing alongside. The rope is let go, and the great ship, under weigh again, is rapidly lost in the darkness, leaving the boat tumbling in her wake, and the lantern she carried just showing as a tiny spark of light among the waves.

Meantime the cutter, in the hands of the solitary pilot, has gone about; but as he comes aft from his fore-sheet to his tiller again, he loses sight for a moment of the light in his brother's boat. Thinking it was only shut out of view by some one in the boat, he kept the cutter toward where he last saw it. Those only who on a windy night, in a stormy sea, have had to look out for a small boat can form the least idea of how soon such an object is lost sight of. The pilot in the cutter never saw the light again.

They were three hands in a fourteen-foot boat; and just as they settled to the work of pulling towards the cutter, in the first sea that struck the boat suddenly after the smooth water left in the steamer's wake had passed away, the lantern was knocked down and went out. It was Saturday, and the last trip of that cutter for the week; and, unfortunately, the light carried by pilot boats in front of the mast-head had not been hoisted. Still, in the boat they could see the loom of the cutter, as she slowly but surely forged away to windward of them for some minutes after their own light was gone. There was no time to lose; but a short hurried search in many corners of damp pockets resulted in the discovery that, beyond a few vesuvians, they had nothing among them that would burn; and as the last spark of the last of these died out, they gave up any hope of being seen or picked up by the cutter, and set to work pulling head to wind and sea, in order at any rate to keep clear of the breakers which they could hear roaring over the Shingles under their lee.

The night was very cold, but anxiety and hard work brought on a parching thirst. They had no fresh water in the boat; but found relief and warmth from a piece of camphor the pilot had in his pocket, and which was divided among them three times during the night. Twelve dark hours were passed baling out the sea that continually broke over them, and rowing to wind. During this time they must have drifted fifteen miles to leeward, right over the outer end of the Shingles, past Old Christchurch and its bells (which in fine weather may be heard far out at sea, as they chime out "Home, Sweet Home") past Hengistbury Head, until by daylight they found themselves off the fashionable watering-place of Bournemouth.

But cold, wet, and hungry as they were, they soon determined to try, somehow or other, to get through the deep line of breakers between them and the shore. Waiting awhile for a spell of smooth water, they made a dash at a spot where they fancied the sea looked lowest; and they were about half way through the breakers, when one, bigger than the rest, gathering and curling up as it came after them, took the boat, and after fairly upending her, so that, as they said, "she seemed to be looking for yesterday," rolled her over on top of them. For a moment they were all under her, but carried by the same sea with the boat to within their depth. The pilot was out first; then the man: but the boy was almost gone before they got him from under the boat. However, there was still enough of strength left among them to reach land. But the pilot never forgets to tell how that, in some way or other during the landing, he lost a new oilskin coat with his licence in the pocket of it.

This was the end of a bad night for the crew of the fourteen-foot boat; but it can hardly compare with that passed alone by the pilot's brother in his cutter. The position of a solitary man in a 85-ton vessel, between the Needles and the Shingles on such a night, was bad enough, and when the almost certain conviction that his brother and shipmates are drowned or drowning within a short distance of him is added, it seems incredible how he kept heart and nerve enough in him to work the craft. There he remained, however, knocking about the dangerous channel until the morning.

HEROISM AT SEA.

AMONGST the most thrilling annals of the ocean, none perhaps stand forth more conspicuously, in all the lustre of a truly disinterested heroism, than the deeds of personal gallantry ever and anon achieved by the sailor on behalf of sailors imperilled on the deep. And for each such instance of devoted courage, happily brought to light almost against the will and wish of the chief actors themselves, it may be safely assumed that there are at the very least a score or more of cases, possibly, wherein the exemplary record has been for ever lost to the world, through the characteristic modesty and reticence of those concerned. With no little gratification, therefore, will comments in the Public Press, like those here subjoined,* be

* From "*The Standard.*"

perused by every friend of the mariner, and every admirer of that which is noble and brave:—

"A bare and formal announcement has appeared in our columns to the effect that the Board of Trade have awarded a piece of plate to Captain M'Donald, of the barque *Alumbagh*, for the perseverance and skill shown by him in rescuing the crew of the barque *Carnatic* on the 5th of August last. The men who actually brought off the crew of the sinking ship have also received some recognition.* But the whole story of the rescue deserves to be told, for there is hardly a more splendid act of bravery on record; and English youths who read the simple facts may learn a lesson of usefulness and devotion that may be good for their minds. On the 4th of August the *Alumbagh* was in latitude thirty-five degrees south, longitude twenty-five degrees east, when a hard gale came away from the west-north-west. The sea grew worse and worse, and the mountains of swift water at last gathered such force, that Captain M'Donald could not save his ship from being clean swept. The *Alumbagh* behaved well, but the weather was too heavy for her; her head rails were smashed; her main bulwarks were torn out of her; and everything about the decks that was movable went overboard. Then her cargo shifted, and she had to meet the charge of the waves with her waterways under water. Finally, she sprang a leak, and the men had to stand constantly at the pumps, while the seas flew clean over. So the *Alumbagh* was in a very bad way; and a Captain in charge of a clean-swept ship, with a shifted cargo, might be excused if he had chosen to look after his own interests alone. When things were at the worst, the *Carnatic* hove up to windward, flying signals of distress, and bore down on the *Alumbagh*. 'The Captain of the *Carnatic* signalled that his vessel was sinking, that they had three feet of water in the hold, their pumps were broken, and the boats all destroyed. Captain M'Donald replied, 'No boat could live in such a sea. Let us stand to the northward, where we ought to get the sea more moderate. Meantime, I will stand by you.' All day long the gale kept on, and the sea rose and rose. Captain M'Donald saw that the *Carnatic* could not last much longer, so he determined to pick out a crew for the boat. He called the men aft, and explained the case to them; then he asked for volunteers to go in the boat. There was little chance of anything but death, and the Captain plainly told the men that those who went would be almost certain to lose their lives. But the good fellows accepted the risk, and the ship's company volunteered to a man. Mr. Gunning, the chief officer, asked that he might be permitted to steer, and his request was granted. Then Captain M'Donald told Mr. Gunning to pick a crew, and five men were chosen. These five brave sailors were H. M'Kee, third officer; Robert Kaetz, able

* See account of special further recognition and grant of honorary rewards in this case of gallant saving of life at sea, in connection with the Annual Report and Proceedings at the Forty-fourth Anniversary of The Shipwrecked Fishermen and Mariners' Royal Benevolent Society, as given at pp. 52—76 of the previous Number of this Magazine (January, 1884), and also under the Head of "The Society's Work," at the end of this current Number.

seaman; Thomas Hynes, able seaman; H. Leigh, apprentice; and J. Freeman, able seaman.

"As soon as this competition of heroes was settled, Captain M'Donald asked whether the *Carnatic* could be kept afloat till morning, and the Master replied that he thought she might. Then it was agreed that the two vessels should show each other a light during the night, and the devoted crews settled down to wait. It must have been a fearful time for the *Carnatic's* men, for the sea never slackened its fury, and they could not be sure that their light would not be lost amid the white flare of the blown water that always seems to flicker on the crests of the black seas at night. At daylight the *Carnatic* signalled that she was quite helpless; so Captain M'Donald decided to launch the boat. After long trying, the life-boat got safely clear of the vessel, and that is a matter of much difficulty, because the wallowing lunge of a great ship in a seaway seems to have the force of an earthquake, and if a boat is hit there is not much hope for her. Gunning made his first trip by eight o'clock, and then for four hours he and that crew of dauntless rowers worked amid the wild sea. Not once, but three times those sailors went on their good errand, and they succeeded in saving nineteen lives. The Captain's wife came in the first batch. The crew of the *Carnatic* were saved none too soon, for the vessel drifted away to leeward, and foundered within an hour after the last man was taken out of her.

"The gale blew itself out, the sea fell little by little, and the *Alumbagh* headed for St. Helena. The barque carried her double crew for twenty-one days, and then the rescued men were landed on the island. It seems to us that this is a very fine and inspiring story, and all good people will be glad that we have such sailors as Gunning, Freeman, and the others among our countrymen. The nobleness, the utter unselfishness of the feat, cannot be thought of without pride. It seems vulgar to speak of reward in such a connection; yet surely if ever men deserved reward, those volunteers from the *Alumbagh* are deserving. Somebody once said that 'the Norsemen were the Don Juans of Death.' The epigram comes to the mind while we think of Mr. Gunning and his comrades. But, brave as the deed was which we have described, the same kind of thing often happens without people ever hearing about it. Men may not run such great danger as that faced by the *Alumbagh's* crew, but our sailors are constantly doing gallant things that never are reported. The reason is, that a thoroughbred sailor is, above all things, a reticent man. A captain will come home, and, after he has been with his friends for days, he will sometimes casually mention the fact that he had to stand by some distressed vessel; and when the story is wormed out of him, it turns out that he and his men have been acting with positive heroism. But our sailors take all dangers as a matter of business, and it never occurs to them to speak of things that strike shore-going folks with amazement. . . . . .

"To those that live much among sailors, it is cheering to know how many heroes we have among us who have never been advertised at all. . . . Such homely men, with their unconscious courage, their rough serenity, are doing brave things all the year round. They were no braggarts, no talkers, who

got into the *Alumbagh's* boat with Mr. Gunning; their very existence is a protest against the 'stage' sailor. It is to be hoped that if ever they are in uttermost danger they may find rescuers as devoted and kind as they are themselves."

THE STORMS OF THE PAST QUARTER.

ALTHOUGH other portions of the year may, and often do, enjoy a tolerable immunity from storms of any great or widespread severity, it seldom happens that the first quarter elapses without the occurrence of some heavy tempest, which leaves its ineradicable mark upon the wreck chart of our island. To this rule the season which has just elapsed forms no exception. Among the lesser gales which have from time to time swept over our shores, one great storm stands out in decided prominence. This occurred between the 26th and 27th of January, when a barometrical depression of an unprecedented character passed over the northern ports of the kingdom, occasioning much damage at sea, and still heavier losses on land. That the maritime casualties at this time were not more severe is due to the fact that the greatest violence of the wind was from the south-westward. Had the cyclone passed down the North Sea instead of moving westwards over Scotland, there is little doubt that a northerly gale would have occurred of a severity almost as great as that of the 6th of March, 1883, when, it will be remembered, so many brave and useful lives were lost among the fishing fleets off our east coasts.

Taking the storms of the quarter in order of date, it appears the first of any consequence took place on January 5th, when, owing to passage of a barometrical disturbance along the Irish and Scottish coasts, strong south-easterly to southerly gales were experienced in the western and northern parts of the kingdom. From this time the weather, although in a very unsettled condition, remained tolerably quiet until the 19th, when a series of very important depressions began to approach our shore from the Atlantic. The first of these swept rapidly along the north-west coast of Scotland on the night of the 19th, occasioning strong gales from the south-westward over the whole of that country, and very severe gales in the Orkneys, Hebrides, and Caithness. The intensity of the depression was such that at Stornoway the barometer fell as much as an inch in the space of four hours, and there can be little doubt that if the centre of the storm had passed closer to our islands, very terrible gales would have been felt in

all parts of the kingdom. As it was, the depression simply brushed past our northern coasts, and the southern parts of the country remained entirely unaffected by its progress. Indeed, in the neighbourhood of London the weather was so fine and bright that one could scarcely have believed that a cyclone of the first importance was skirting our coasts. On the nights of the 20th and 21st two other depressions, fortunately of less intensity, passed along the Scottish coasts, and produced further gales in the north and north-west of our islands, while on the 23rd a disturbance of greater depth moved across the southern part of Scotland, occasioning severe westerly gales over the whole of Ireland and England, and very strong winds from north-west in the north.

It will be seen that the weather at this time was in a thoroughly unsettled condition, each disturbance advancing more directly over the country than its predecessor. So far, however, no great damage had been done either on land or at sea. The series was, however, destined to produce a storm of much greater intensity than any of those which had gone before, and no sooner had the morning of the 26th dawned than it became evident that a disturbance of an unusual nature was approaching. The barometer was at this time falling with great rapidity on our western coasts, while the wind was backing to the southward and increasing fast. As the day wore on these unfavourable indications became quickly developed and alarmingly intensified, and by six o'clock in the evening the centre of a most extensive cyclonic system was found off the west of Scotland, not far from the Skerrymore Light. So widespread was the influence of this depression that at the same moment gales of great severity were blowing not only over the whole of the United Kingdom, but as far north as Sundenaes, in the west of Norway, and as far south as Biarritz. In the north of Scotland, where the gale was from the south-eastward, it was accompanied by blinding showers of sleet and snow, while in our more southern districts, and also in France, torrents of rain, with local thunderstorms, were experienced very generally. In the course of the night the depression moved in a north-easterly course right across Scotland, and the gales on our western and southern coasts gradually subsided. In North Britain, however, the wind, after lulling as the centre of the system approached, shifted to the westward in its rear, and blew with a fury even greater than at first, the second gale continuing until the night of the 27th. The storm occasioned a considerable amount of damage in all parts of the kingdom, but its destructive effects over our southern districts were insignificant compared with those which were reported over Scotland. In this latter country deep snow-drifts were formed, the telegraph wires were broken

down in all directions, whole forests were cleared as though an army of energetic woodmen had been plying their craft, and the buildings in some places were so seriously injured that the towns and villages presented the appearance of having undergone a bombardment. At sea there were several casualties of a more or less important character, but these were fortunately of a less disastrous nature than might have been expected considering the unusual severity of the storm. To the meteorologist the most interesting feature was the extraordinary level to which the barometer sank during the passage of the storm centre. In some parts of Scotland the mercury is said to have fallen below 27 inches, but inasmuch as in these cases a considerable doubt attaches to the trustworthiness of the observations, we think it wiser to observe that the lowest reading of an authenticated nature was that at Dun Echt, near Aberdeen, where the barometer registered 27·3 inches. This reading is very much lower than any previously observed in this country—so much lower, in fact, that at the Aberdeen Observatory, where meteorological observations are made automatically by self-registering instruments, no provision had been made by the maker of the barometer for such an unusual event, and the record of the barometric minimum was therefore lost. With respect to the rate of motion of the depression, as distinct from the velocity of the wind round its centre, it appears that this was not excessive, the average during its passage across our islands being only 25 miles per hour. Frequent examples might be adduced of a far more rapid motion than this, and on one occasion, in 1876, a small disturbance swept over the south of England at the rate of nearly 70 miles an hour. By the morning of the 28th the depression was dispersing over Scandinavia, but the weather over our islands remained very unsettled, and slight south-westerly and westerly gales were of frequent occurrence on the English and Irish coasts.

The month of February broke very sternly. In the course of the first two days a depression of considerable intensity advanced to our south-west coasts, and travelled in an east-south-easterly direction to the neighbourhood of Belgium, where it appears to have dispersed. As the disturbance approached, strong south-westerly gales were felt over the Channel and Bay of Biscay, while in its rear the wind blew very strongly from the north-eastward on many parts of our western and northern coasts. A brief interval of quiet weather now ensued, but on the 7th some large barometrical depressions began to pass in a northerly direction along our western coasts, and in the course of the ensuing week strong southerly or south-westerly gales were experienced in many parts of Ireland and Scotland. A peculiar feature at this time was the unusual coldness of the southerly current,

especially on the 10th and 11th. During these days a wave of low temperature gradually extended over the kingdom from the westward, and on the former occasion heavy snow fell in some parts of Ireland. The next gale of any importance, which was from the south-eastward, occurred generally on the 16th, but in Scotland it lasted from the 15th till the 18th, during which time snow fell in many of the northern districts. After this there was another brief interval of quiet weather, followed on the night of the 20th by the passage of a small but serious depression along our western and northern coasts. This little system occasioned severe southerly gales in many parts of Ireland and Scotland, and in some districts effects were reported to be as serious as those observed in the case of the celebrated storm of January. The last of the February gales occurred on the 24th, when a shallow depression passed in an easterly direction across the north of Ireland and south of Scotland, occasioning no material increase of wind on our northern coasts, but a slight westerly gale in the Channel.

The month of March was so much less windy than usual that there was scarcely enough air to raise the proverbial "peck of dust." On the morning of the 6th a strong northerly gale was experienced at the entrance of the Channel, and in the course of the 9th and 10th a southerly gale blew in the east of Scotland, while strong winds from the same quarter were felt in the west and north-west on the 14th; but the most, and, indeed, the only serious storm was that which swept over Scotland on the 20th. On this day a deep disturbance passed across our extreme northern coasts, occasioning great southerly gales as it advanced, and strong westerly to north-westerly gales as it travelled away. From this time onward to the close of the month, the wind, which was chiefly easterly, blew with little force, and never reached a gale on any part of our coasts.

The quarter, therefore, ended in a far more quiet manner than it had commenced, and the early spring, like the winter season, was remarkable for a decided and almost complete absence of any long spell of winds from a polar current. Unlike last year, when a mild winter was followed by a cold spring, this season appears to be fated to enjoy an almost entire immunity from frost, and an absence of those biting blasts, which, while they cause so much discomfort on land, are fraught with more discomfort and no little danger to our fellow-men on the stormy ocean.

F. J. B.

MARITIME NOTES.

"The Sea! the Sea! the open Sea!
The blue, the fresh, the ever free!"

PROCTER.

"Thou glorious mirror, where the Almighty's form
Glasses itself in tempests!"

BYRON.

ENGLISH AND AMERICAN FISHING VESSELS.*

ONE of the most valuable features in the late Fisheries Exhibition was the opportunity it afforded to practical fishermen—a class unapt to acquire instruction from books—for comparing their own vessels, gear, and modes of fishing with those of other nations. The British seaman is proverbially self-satisfied, and the characteristic is certainly as well defined amongst the fishing classes as in any other branch of our maritime population. Nevertheless it must have been brought home very forcibly to all but the most case-hardened egotists that, at any rate, there are a few points of foreign fishing practice which we in England might study with advantage.

The United States Court was, without doubt, the most complete and best organised amongst all the foreign displays, and it was to that one naturally looked for affording a comparison. With respect to fishing gear there was a vast deal that it would be desirable to see, at least tried, in British waters; amongst so much that is new to us, and so much that has proved entirely successful on the western side of the Atlantic, we could scarcely fail to find many appliances which would

* From "*Engineering*."

be valuable as an addition to our means of capturing fish. With regard to the fishing vessels of the two countries, no doubt there is less that is desirable for us to acquire.

Taking only the larger craft engaged in ocean fishery, the North Sea trawler and the New England schooner may be considered as the most important vessels of each nation. Our own country had the advantage in the matter of representation, Messrs. Alward and Eskeritt's splendid model being without doubt the finest exhibit of the class in the whole Exhibition, and very rightly took the special prize. Although the Americans had no single model that for accurate representation of a typical vessel in shape, rig, and equipment equalled this English boat, yet their collective exhibit, illustrating nearly every type of fishing boat in use throughout the United States, stands, we should think, unrivalled as a comprehensive illustration of the fishing vessels of any nation. Of the New England schooner there were about half a dozen models, all giving faithful illustrations of the type of craft they represented in the matter of model and rig. . . .

The vast difference between the English and American vessels will be seen at a glance, the broad characteristic of our home model being safety, whilst the New England lines are calculated to afford high speed. The American fishing schooners carry an immense spread of canvas in terms of their displacement, and have great natural stability, which enables them almost to dispense with ballast; a mackerel schooner, of from 70 tons to 80 tons, carrying about 10 tons of stone only. On the other hand, the round sections of the North Sea trawlers are not calculated to afford the stability requisite for sail-carrying power unless aided by ballast; a modern North Sea trawler having as much as 50 tons to 55 tons of iron stowed as ballast. The English form is, however, one of very great strength, and a good depth of the hull being under water, gives the vessel power and ability to live through heavy weather.

It is of course impossible to say how far the two types of vessel fulfil the conditions they are especially designed to meet. The terrible losses incurred by the North Sea fleet, during the gale of March 6 last year, place us at a special disadvantage when comparing our national type. On that occasion 47 vessels and 240 lives were lost, besides casualties of a less serious nature. During the gales of December, 1876, on the American side of the Atlantic, 12 schooners and 90 men were lost on the banks from the Gloucester (Massachusetts) fishing fleet alone. Of course these figures prove nothing. The gale in the North Sea above alluded to, was entirely exceptional. It was not so much the strength of the wind that overwhelmed the fishing boats, as it was the vast tidal wave which arose and carried all before it.

The average annual loss of British fishing vessels for the five years 1876-77 to 1880-81 was 34½, and during the year 1881-82, 40 British vessels were lost or missing. We have no particulars of the losses of fishing vessels throughout the United States, but those hailing from the port of Gloucester—by far the most important fishing station in America—are recorded in the "Fisherman's Own Book." In 1876, 27 vessels and 212 men were lost; in 1877 (a year of depression in the fishing trade), 7 vessels and 38 men; in 1878, 11 vessels and 55 men; in 1879, 29 vessels and 249 men; in 1880, 4 vessels and 52 men.

In comparing the American schooner and English ketch-rigged trawler it will be of course remembered that the mode of fishing followed by each type of craft is essentially different. A vessel with quarters like the New England schooners could not be used for towing a large beam trawl during average winter weather in the North Sea. Still, our cod smacks, which are used for much the same purposes as the American craft, are built nearly on the same lines as the trawlers, and the two types of Yankee schooner and North Sea ketch may be taken as nationally characteristic, independently of the style of fishing pursued.

WEATHER FORECASTS.*

THE forecasting of storms and weather-changes is generally supposed to be wrapped in mystery, and the rules which have from time to time been laid down for the assistance of the would-be forecaster, to say the least, only experimental, whereas, as a fact, the general principles can be demonstrated with almost perfect accuracy. Failures must of course sometimes happen, but then "the exception proves the rule;" and there are certainly cases on record of great storms having broken on our shores with little or no warning, accompanied by heavy rains; but it must be remembered that most of the great storms which visit us have an extraordinarily high rate of locomotion. Within the last quarter of a century, however, considerable strides have been made in satisfactory forecasting, in great measure due to the careful investigation of this interesting subject by the late Admiral Fitz-Roy.

Everybody thinks he understands the barometer, and many are guided entirely by it, even in the common-place matter of allowing, or not, as the case may be, an umbrella to accompany them in their

* From "*The Life-Boat Journal.*"

"walks abroad;" but still the barometer, although the best meteorological instrument we have, is not quite the safe guide most people think it is. The fact is, it merely gives the weight of the air above it, and one reading must not be expected to give any idea as to what the coming weather will be. It is the change in the weight of the atmosphere which makes the barometer a weather guide.

A sudden or a rapid fall is a certain sign of bad weather, and the sooner a rise begins the shorter will be the stay of such unpleasing times; but nevertheless no confidence can be placed in weather forecasts resulting from the observation of one barometer. Observations, to be of any value, should be made simultaneously at neighbouring places, so that the changes which take place over a large tract of country can be watched; this, with the observation of certain clouds, sometimes called "mare's-tails," form the main features of weather forecasting.

Some countries are better adapted than others for successful forecasting, and most other countries have the advantage over us in this respect, owing to the fact that most changes in the weather have their rise in the westward (*i.e.*, in the Temperate Zone), and move eastward, so that they reach us from the Atlantic direct, and we have no opportunity of finding out what is taking place immediately to the west of us. This will account for the American meteorologists being more successful in their weather prophecies than we are; their eastern shore being their principal trade coast, and the storms travelling eastward, they have merely to get information by telegraph from the west, and then they are well prepared for whatever comes.

The majority of the storms which blow in the temperate zone of the northern hemisphere belong to weather systems moving from S.W. to N.E. at the rate of 500 miles per diem; but it does not necessarily follow that, because a violent storm is blowing on the western side of the Atlantic Ocean, it will certainly reach us in five days, it may be dispersed *en route*, or its direction altered; then, again, a storm may rise in mid-ocean, and reach us without having visited any other shore.

It is quite a common thing to hear people declaim against the inaccuracy of the official weather forecasts, which are published daily in our newspapers, but the following figures, extracted from the Annual Report of the Meteorological Office, will show that great reliance may be placed on these forecasts.

The total number of storm warnings justified was 81·9 per cent., and that of weather forecasts for the various districts into which Great Britain is divided varied from 74 per cent. in Scotland to 81 per cent. in "Scotland N." and "England S.," while the percentage of justifica-

tion of the "Hay Harvest forecasts" ranged from 64 per cent. in "England, N.E." to 84 per cent. in "England E." and the Midlands.

THE "HYDROMOTOR."—A most interesting trial of an invention, which, in the opinion of the naval and technical authorities who witnessed it, promises to effect an important change in the propulsion of vessels of all classes, was lately conducted on the Elbe near Dresden. The inventor, Dr. Emil Fleischer, has applied the principle of hydraulic reaction to the propulsion of ships in a manner which, according to the testimony of officers of the German Imperial Navy like Admirals von Henck and Werner, is as simple as it is effective. It does completely away with all risks from accidents to rudder or machinery, for there need be no rudder, and there is scarcely any machinery; solves the problem of avoiding loss of power through transmission, for there is hardly any transmission; and, finally, reduces the perils of the sea to a minimum so far as injuries to the machinery are concerned. For, as explained, the same immense force that propels the vessel can, at a moment's notice, be used to pump her so effectively that she would remain afloat with a considerable leak in her bottom; while in case of fire there would be no difficulty in quenching it. The vessel, named the *Hydromotor*, is 60 mètres long by 7 mètres broad, draws 0·60 mètres, and is throughout constructed of iron. Noiselessly and without any oscillation did the large vessel—large as compared with the steam-craft plying on that part of the river—after the simple turning of a lever by the captain on the bridge, commence its trial-trip, stemming the current and keeping an even course under the picturesque right bank of the river. The only noise audible was that of the rushing of the water from the tubes, fixed a little above the level of the river, and nearly amidships, on both sides of the vessel. Another turn of the lever and the action was reversed. The vessel comes to a dead stop in less than her own length. By alternate use of the levers she may be turned round on an almost stationary pivot. The captain handles the levers on his bridge independent of all communication with the engine-room. The opinion of Admiral von Henck regarding the hydromotor is as follows: "The principle being correct, the invention has almost certainly a future before it, if it be subjected to some alterations. Beyond doubt, the hydromotor is eminently useful for river ships, especially in shallow rivers, because it draws very little water, and in canals because it raises no waves, and consequently does not injure the banks. It is also of decided importance as an auxiliary steam-engine in sailing ships, when there is no wind—as often happens, for instance, in the Mediterranean and in the tropics. Another advantage it has for sailing ships is that it does not require extra hands. It will undeniably be of value in war ships also; for, as auxiliary to the screw, it will considerably increase their power of turning, and, therefore, their power of attack and defence. How far the hydromotor will be able to modify

or even supersede the present ship engines it is as yet impossible to say. Certainly it will do so to a considerable extent."

YOUNG SHETLANDER AND "LEVIATHAN."—Not very often does a boy get the chance of sitting on the blowhole of a live whale; nor, probably, having done so once, would he be likely to repeat the experiment—at least, not if he had read or been told of what happened the other day to a Shetland lad who inadvertently seated himself upon the nostrils of a stranded Behemoth. This veracious narrative states that the whale had drifted inshore, having gone aground upon an ice-floe, and so been washed bodily out of deep water to one of the islands. An old fisherman with his boy had arranged to fasten a rope or chain round the creature's tail, and it was at this moment of triumph that the youngster is said to have seated himself upon the forehead of Leviathan. Becoming aware of some obstruction to its breathing, it gave a great snort, and sneezed the boy fifty yards out to sea. The boy, it is added, was not hurt, but much surprised, as well he might be. To sit down unconcernedly on the orifice of an active volcano, and be suddenly blown up into the air, is calculated to astonish even the most phlegmatic temperament. Asiatic apathy could hardly stand, unmoved, such an unexpected and forcible test, much less a frivolous urchin, who, very proud no doubt of his lofty perch, found himself all of a sudden puffed up beyond all his expectations, and his small, graceless body flying through space like a marble from a blow-pipe. And there is not much on a whale's head to catch hold of. It is smooth, polished, and sloping, so that, when the impetus came from beneath, up he had to go, like a clay pigeon off the trap. There was no help for it, and go he did, fifty feet up in the air and fifty yards out to sea. It was a lesson to him not to go about sitting on whales' blowholes—at any rate until they are securely plugged up; and we may be tolerably certain that even if that Shetland boy lives to become the oldest inhabitant of the island, he will never again be found taking a seat on the escape-pipe of even the smallest cetacean.

CRUISE OF THE "TALISMAN."—At the last meeting of the Paris Geographical Society, M. Alphonse Milne-Edwards gave an interesting account of the scientific results achieved by the vessel *Talisman*, which has just returned from a voyage along the African coast. The French Admiralty had provided the *Talisman* with everything required for deep-sea soundings, and the cables supplied for raising the dredges from the bottom of the sea were of steel, and tested to bear a pressure of nearly five tons. Four auxiliary engines had been provided for the supply of electric light, for dredging, and for sounding, and this enabled the crew of the *Talisman* to let their nets down to a great depth, and to secure animals of an immense size. The primary object of the Scientific Commission on board was to study the coast of Africa as far as Senegal, then to explore the neighbourhood of Cape Verd, the Canary Islands, and the Azores, and finally the Sargasso Sea. The bottom of the sea to the west of Morocco and the Sahara is very level, sloping gradually from the land, and the *fauna*, as illustrated by some 120

dredgings, is remarkably varied. The animals of unknown kinds, such as varieties of shell-fish, corals, star-fish, and sponges brought back by the *Talisman*, are so numerous that they have not yet all been classed. Upon reaching the Cape Verd Islands, the Scientific Commission first visited Santiago and St. Vincent, and then went on to explore a small desert island (Branco), so difficult of access that they were obliged to swim on shore from boats. Upon this island they found some very large lizards, of a kind never seen elsewhere, and the *fauna* and *flora* were also the object of special study. The channels which divide the Cape Verd Islands are very deep, and the animal life there has extraordinary vitality, 1,000 fish and 2,000 prawns of different kinds having been taken with one cast of the net at a depth of 2,000 feet. Upon July 30 the *Talisman* proceeded to the Sargasso Sea, and it was noticed that there were none of the enormous masses of seaweed which were nearly preventing the companions of Christopher Columbus from continuing their voyage of discovery. There was, however, a good deal of seaweed floating in the direction of the wind or the currents, and a very peculiar little fish was observed to have made a sort of nest out of the glutinous filaments of certain plants, and to have deposited its eggs thereon. The bed of the Sargasso Sea goes on deepening from the Cape Verd Islands to the 25th parallel, where it attains a depth of 20,500 feet, whence it rises and gradually gets shallower, until in the 35th parallel it is only 10,000 feet deep. These results are in direct contradiction to those given in the most recent German maps. The bottom is volcanic throughout, the dredges coming up full of pumice and volcanic stones, which shows that there is, at the depth of more than two miles from the surface of the water, a volcanic chain running parallel to the coast of Africa, of which the Cape Verd Islands, the Canary Islands, Madeira, and the Azores are the only points above water. Upon her return from the Azores to France the *Talisman* was favoured with such fine weather that the dredges were able to go down to a depth of 15,000 feet (three miles), and they brought up a number of very large animals belonging to zoological groups of the highest categories. At the bottom of the sea there were found not only rough stones, but stones which had been polished and streaked by glaciers, and their presence is attributed by Professor Milne-Edwards to their having been brought there by floating icebergs, which in the quaternary period advanced that far in the Atlantic, and which, as they melted, caused these stones to sink to the bottom. The *Talisman* terminated her cruise at Rochefort, and the collections which she brought back are being classified for exhibition.

SAILING THROUGH PUMICE.—An unusual phenomenon was observed, as described by the commander (Captain Arthur E. Barlow) in the *Times*, during the recent voyage of the Peninsular and Oriental Company's steamer *Parramatta* to Sydney, New South Wales, which may be of interest. On December 11, and the following day, about lat. 10 deg. S., and long. 92 deg. E., the surface of the sea was covered with lava and pumice, some being as fine as sawdust and of a yellowish colour, but several patches of large extent

were passed through with masses of pumice from the size of a cocoanut to that of a hogshead; this extended over 5 degrees of latitude, and probably much more of longitude, as the densest patches all ran in an easterly and westerly direction. The largest specimen of pumice picked up was about 10 inches in diameter, and appeared only to have been a few days in the water, as there was no deposit on it. This would lead to the conclusion that a submarine upheaval must have taken place long after the great eruption of Krakatoa, in the Strait of Sunda, the vessel's nearest approach to which was over 800 miles. On the homeward voyage, on February 1, the same phenomenon was observed, but in a much less degree, in lat. 4 deg. S., long. 88 deg. E., showing that the mass had drifted to the W.N.W., about 500 miles in six weeks.

WITHDRAWAL OF THE SEA INTO THE EARTH'S INTERIOR.—There is good reason for believing, with Saemann, Le Meunier, Frankland, and Sterry Hunt, that in the remote future of the earth the waters of the sea will be withdrawn into her interior. The process of withdrawal is in reality taking place even now. Enter any cavern, such as Kent's Hole in Devonshire, on the driest and hottest day, or even after weeks of dry weather, and you shall find the roof wet with the waters which have been slowly making their way from the surface, where they fell in the form of rain months before. Throughout the whole crust of the earth, except in a few spots where rain never falls, the same process is going on all the time. Only a portion of the water, which thus falls on the earth, ever returns to the surface in the form of springs. Artesian wells show how slowly some of the strata of the earth permit water which has thus reached them to pass through; but they show also how large a portion of the earth's waters are already beneath the surface. . . . It may well be that the amount actually withdrawn from the sea surface in this way, and not restored, does not produce a change of level of more than a foot in a thousand years. Still, even that would involve a very important alteration in the aspect of the earth in such periods of time as belong to a planet's history. A million years would reduce the sea-level by a thousand feet, and in a period of time, which cannot be reckoned long when compared with the vast periods of which the heavens and the earth speak to us, every trace of water would have disappeared from the surface of the earth.—R. A. PROCTOR, in *Good Words*.

LIGHTHOUSE AUTHORITIES.—A return has been issued, pursuant to an order of the House of Commons, showing the names, ages, occupations, and dates of appointment of the present members of the Trinity House, of the Commissioners of Northern Lighthouses, and of the Commissioners of Irish Lights. The mode in which, or persons by whom, they were respectively appointed, the duration of their office, the amount of remuneration, if any, received by each member of the three Boards, the names, salaries, and dates of appointment of the principal officers of the Boards, the total income of each Board and its expenses are also shown. Among the members of the Trinity House who do not receive

salary are the Prince of Wales, the Duke of Edinburgh, the Duke of Somerset, the Duke of Argyll, the Duke of Richmond, Earl Granville, the Earl of Northbrook, Mr. Gladstone, Sir Stafford Northcote, and Admiral Sir Alexander Milne. There are fourteen members of the Board who receive remuneration, and the total amount of such remuneration received by them in the last financial year was £7,000. The Elder Brethren are not continuously attached to any one vessel, but are called upon to go afloat as occasions arise. They have no allowances, except for subsistence when travelling on duty. The Elder Brethren are elected by the majority of votes at a court of the Corporation. Upon a vacancy occurring by death, the surviving Brethren meet, and elect a successor from among the younger Brethren who may be qualified. The office is held for life. The income of the Trinity House amounts to £382,319, and is derived from the following sources: Amount collected at ports in England, for light-duties and for miscellaneous revenue appertaining to the Mercantile Marine Fund, in the year 1881-2, £345,475; rents of land and houses, and dividends on stock investments held in trust, or otherwise specially appropriated to charitable uses in the year 1882, £7,110; total amount received for ballast supplied in the river Thames, £11,922; total receipt on account of the pilots' fund, £10,321; rents of estates, and dividends on capital invested in public securities not held in trust or specially appropriated, £7,488. The following is the return of the expenses of the Board: Salaries to acting Elder Brethren per annum, £7,000; travelling and personal expenses, inspecting stations, &c., £641. Total expenses, £7,641. The proportion which the total expense bears to lighthouse revenue upon which it is borne is about 21-5th per cent. A specially interesting part of the report is the statement showing how the income derived from the charitable funds administered by the Trinity House is distributed. The net income so derived amounts to £7,110. The actual expenditure for charitable purposes, during 1882, was £9,680, the excess of charge being defrayed out of the income not specially appropriated. Dealing with the Commissioners of Northern Lighthouses, the report points out that no formal or definite appointment is made, of any of these commissioners, and that they become members of the Board under the provisions of the Merchant Shipping Act, 1854, in virtue of the offices which they hold. Among the commissioners none of whom receive any salary, are the Lord Advocate for Scotland and the Solicitor-General for Scotland. The sole income of the Board now consists of rents amounting annually to about £130, and its expenses are practically confined to the cost of the commissioners' annual dinner, averaging £150. The Commissioners of Irish Lights (a self-elected body) received, during the last financial year, in allowances and fees a sum of £696. The total income of the Board is £75,979. It has no income beyond what it receives from time to time on requisition to the Board of Trade in the form of imposts, and from miscellaneous receipts, which are chiefly derived from the sale of old stores. The return also contains particulars about the Trinity House of Kingston-upon-Hull, the Trinity House of Newcastle-upon-Tyne, the Trinity Corpo-

ration of Leith, and the Fraternity of the Masters and Seamen of Dundee.

HABITS OF THE HERRING.—Her Majesty's ship *Jackal*, Commander Prickett, with Professor Cossar Ewart, Edinburgh University, convener of the Scientific Investigation Committee of the Board of Fisheries, was lately on the banks of Ballantrae, when some interesting investigations were made into the nature of the sea bottom and spawn deposited on this famous herring bed. The banks were dredged over from a depth of 8 to 22 fathoms. At a depth of 8 to 11 fathoms the bottom was composed of clean gravel, with very little seaweed; beyond the 11 fathoms, clay, mud, and shell. On the stones lifted by the dredge, portions of herring spawn were found firmly attached to the surface of the stones in different stages of development, the more advanced manifesting, in lively action, the embryo herring. Spawn was also taken from the living herring and placed on glasses in hatching boxes, and these also showed the eggs in progress of development. From a small stone of a few inches of surface as many eggs were found as, if allowed to arrive at maturity, would have yielded crans of herrings. The information obtained from Professor Cossar Ewart is entirely new to science, and will be of the greatest importance in throwing light upon a hitherto but imperfectly understood question in natural history. The banks in the evening presented a scene of lively interest; for, as the sun began to set, a school of at least forty whales and porpoises began to play, and, circling around the margin of the fishing banks, rose and fell in graceful plunges, their black fins and backs rising in curves for a moment, and then disappearing, while the porpoises made wide leaps many feet clear out of the water. Their presence was accounted for next morning, when a good many of the seine trawlers entered Lochryan and Girvan with from one to three hundred baskets of herrings each. Professor Cossar Ewart had a very successful day subsequently. He made most important discoveries regarding natural and artificial spawning, and brought in and deposited live herring and a quantity of spawn in the aquarium at Rothesay. For the first time it was discovered how the herring spawns, and how the roe is fertilised. The famous fish pond at Logan, in Portnessock Bay, was also visited by the party. This pond was formed by Mr. A. M'Dowall, of Logan, in 1880. It is an artificial basin of sea-water, about 8 feet deep at low tide, and about 150 feet in circumference. The area is hewn from the solid rock, and communicates with the sea by a natural fissure in the rock. It is not so much a feeding as a breeding-bond, and the fish it contains at present are not in such prime condition as the well-fed Ballantrae cod. The Board of Fisheries, in following out this line of investigation, are doing an incalculable good to natural science.

MUSSEL CULTIVATION.—Of recent years the supply of shell-fish in British seas, used for food and bait, has considerably diminished, and in the volume of essays for which prizes were given in connection with the Edinburgh Fisheries Exhibition is an essay by Mr. J. C. Wilcocks, of Plymouth, on the best means of increasing the supply of mussels for

bait. He advocates the adoption on our coasts of the French system of mussel culture. This consists in intercepting the spawn of the mussels by wattled palisadings, on which the spawn or spat settles as it drives along with the currents. This method of culture is said to have been successfully practised in France for above 600 years, and Mr. Wilcocks describes its discovery as follows: "Like many other useful inventions, the French method originated in an accident — the shipwreck of an Englishman of the name of Walton on the coast of France. This man, with two companions, was conveying some sheep to England in a small vessel, from Ireland, in the year 1235, when, being driven from his course by a gale, he was wrecked at the creek of Aiguillon, near the port of La Rochelle. Being with his companions very hard put to it for a living, he conceived the plan of setting nets on poles or stakes for the capture of sea-fowl at night, the muddy shores of the bay being frequented by these fowls in immense numbers. The stakes were driven into the muddy shores of the bay in rows, and before long he noticed that myriads of young mussels had become attached to them, and that, being above the level of the deep mud, they grew rapidly. After this he interlaced branches of trees between the posts, thus forming a coarse kind of wattling or wicker-work, which also became coated with the young mussels. He erected more and more lines of posts and wattlings, and thus established a system of mussel culture, which still prospers as a most important industry, and which has been introduced elsewhere in France with success." The mussel crop in the Bay of Aiguillon is reckoned to be worth £400,000 per annum. At Valley-sur-Somme, a space of 620 acres has been set apart for mussel culture on this system. The writer of the essay suggests that similar mussel farms should be established in the Firth of Forth, Firth of Tay, the Esk estuary above Montrose, the estuary of the Findhorn, the inner part of the Moray and Beauly Firths, the Shin estuary near Dornoch, the Firth of Inverness, and other places.

ST. HELENA.—The adoption of what is inaccurately called "The Overland Route" to the East inflicted a rude, if not irreparable, blow on the prosperity of the small and remote island of St. Helena. It is difficult for the mind to form any definite idea on the subject of this small speck on the surface of the South Atlantic, except that it will be permanently remembered as the scene of the Great Napoleon's captivity and death. But an official report just compiled, under the auspices of the Colonial Office, invites attention to the misfortunes of St. Helena, in the hope that a busy world and a pre-occupied Government will find the leisure to consider what may be done to assist a small community which has been left sadly behind in the race of life. Mr. D. Morris, well-versed in natural science, and with much practical experience acquired from the direction of the public gardens and plantations of Jamaica, was sent out to report on the position and prospects of the agricultural resources of this island. By the aid of a map he has succeeded in giving a very clear and informing description of the present state of affairs in St. Helena; and narrates

in some detail what has been accomplished in the past, how the present retrogression has been brought about, and what steps may be taken in the future to restore some of its old prosperity to this island. The most striking fact in connection with its agricultural condition is the marked decline in the area under cultivation. Of the total population of 4,500 persons there are only 70 returned as farmers, and 470 as labourers. There is also an equally great falling off in the planting of trees, and spots which used to be covered with wood are now bare and barren. The cinchona was introduced, but not with the most favourable results, chiefly because the soil is so shallow. Mr. Morris gives a long list of articles that might be cultivated with more or less satisfactory results. Of these the most promising seem to be the English aloe (from which cordage could be made similar to that from Manila hemp), New Zealand flax, coffee, and sub-tropical fruits. The fisheries would also admit of extensive and profitable development, for, owing to the want of boats and the necessary appliances, very little indeed is done.

RHONE NAVIGATION EXPERIMENTS.—The transport of goods up the Rhone is very difficult, owing to the rapidity of the current and the displacements and irregularity of the bed. Steamers require too great motive force, and towage by means of a long chain in the river bed is impracticable, as the chain would often be covered with masses of gravel. Besides the towing of boats by horses or mules, there is in practice an awkward system of boats with long, jointed levers, which catch into the ground with toothed wheels at the outer ends. A system of towing by means of endless chains has been recently developed and successfully applied to the Rhone by M. Dupuy de Lome. A vessel is made with one of these chains on either side. The chain enters the water in front, rests on the bottom, and rises behind, and it is carried over a system of pulleys on the boat, the end pulleys projecting. One of these supporting pulleys, with catches, being turned by an engine, the chain is moved along, and as the weight of the part on the river bed keeps it from slipping there, the boat moves forward. Each chain is worked by independent engines, so that one may be moved more quickly than the other, as may be desired. Horizontal guide-pulleys serve to keep the chain in position at sharp curves; and in the application of the system to the Rhone, it has proved necessary to have a means of regulating the length of the chain submerged according to the depth. This is done by placing the two front pulleys on chariots, which can be moved towards or away from the pulleys behind. The results of the experiment are said to be highly satisfactory, and a skilful Rhone pilot, who managed the boat, and betrayed a good deal of scepticism about the method at first, turned enthusiast for it. He was specially struck with the great safety of this new method in rapids.

MIRAGE IN CALIFORNIA.—The San Francisco newspapers state that visitors to the Cliff-house had recently a clear view of the headland of North Farallon, which, from the Cliff-house point of view, is absolutely below the horizon. The heights, which were clearly defined and seen

as though they were within a dozen miles of shore, were at first thought to be the sail-draped masts of some ocean ship, but they were subsequently identified by the residents and visitors at the Cliff-house as undoubtedly the cliffs of the North Farallon. Marine glasses and telescopes were brought into use, and the unusual sight of islands known to be below the line of horizon, but plainly pictured in the mirage, was regarded with intense interest. The *Call* newspaper states that the effect, just before the setting of the sun, was as though far out to the ocean some jutting rocks had been utilised for the building of gracefully-outlined castles, and when the light disappeared in the cloudless western horizon, and with it the beautiful mirage, the illusion was as though the observers had been gazing on veritable castles in the air. The atmosphere was so clear that the South Farallon, with its lighthouse tower clearly discernible, was seen as long as the already-set sun left a streak of golden light in the west. The whole effect was beautiful in the extreme, and so rare that it held enchanted everyone who chanced to be where it could be seen, until darkness supervened and hid all view of the ocean.

UNITED STATES LIFE-SAVING SERVICE.—It appears from the report of the superintendent of this service that at the close of the year ending with October last there were 149 stations in operation, 140 being on the Atlantic coast. The disasters within the scope of the service aggregated 416; total value of property involved, $7,242,720; value of property saved, $5,671,700; property lost, $1,500,000; total number of persons involved, 4,036; number saved, 4,017; number lost, 19; total number of shipwrecked persons succoured at stations, 651; total number of days' succour afforded, 1,879. There were rescued, in addition, 22 persons who had fallen from wharves, piers, &c., and who would have perished without the help of the life-saving crews. The disasters during the year exceeded by 71 those of the year preceding. The amount of property involved was $2,476,493 greater than in the preceding year, but the amount lost was $88,750 less, while the amount saved was $2,565,243 more. The lives lost were seven more than in the preceding year, but in proportion to the number of persons endangered the loss was 6 per cent. less. The assistance rendered in saving vessels and cargoes was much larger than in any previous year, 367 vessels having been worked off when stranded, or otherwise assisted. There are besides 125 cases where vessels running into danger of stranding were warned off by the night signals of the patrols, most of them being saved from damage. The superintendent attributes much of the efficiency of the service to its complete exemption from political influences.

MISCELLANEOUS JOTTINGS.

"Here a little, there a little."

"O Reader! had you in your mind
Such stores as silent thought can bring,
O gentle Reader! you would find
A tale in everything."

WORDSWORTH.

FLEUSS LIFE-SAVING APPARATUS.*

IT is now nearly three years since we described the ingenious invention of Mr. Fleuss for breathing under water and in irrespirable gases for lengthened periods. It had then recently been perfected, and was being introduced to public notice. Since that time it has been well tested in practice, and its capabilities as a life-saving apparatus have been proved beyond a doubt, both in mining and in sub-aqueous operations. Since that time, too, Mr. Fleuss, in conjunction with Mr. Forster, has produced a safety mining lamp, which depends for its vitality upon somewhat similar principles to the breathing apparatus, and, like it, is as useful and safe under water as it is in the most dangerous gases.

The breathing apparatus is self-contained and wholly independent of the surrounding atmosphere, and will supply breathable air for from three to four hours at a stretch. The principle of the apparatus is that the wearer breathes his own breath over and over again, the

* From "*The Times*."

exhaled breath being purified by means of caustic alkali and revivified again with oxygen. The apparatus consists of a metallic reservoir containing compressed oxygen and a purifier or carbonic acid filter, which are carried on the back of the user. An indiarubber bag or lung is carried on the chest, and a respirator fits closely over the mouth and nose. Such is the general arrangement for land purposes, while for submarine operations the apparatus is applied to a diving dress.

The Foster and Fleuss lamp is another very ingenious contrivance, being a modification of the lime light, methylated spirits being used instead of hydrogen gas.

The lamp consists of a copper sphere containing compressed oxygen, on the top of which is a small spirit lamp having two wicks, between which a minute stream of oxygen under pressure passes. This stream, which can be regulated, carries the flame of the lamp against a piece of lime held on a small stud. The light is covered in by a double dome-shaped metal casing, having an annular space left between its inner and outer surfaces, the space being filled with water. Discs of plain glass are inserted opposite each other in the double casing, and through these the light shines out. A small outlet valve is fixed in the inner case near its lower part for the escape of the products of combustion from the inside of the casing into the water, through which the gases pass and escape through an outlet valve fixed on the top of the case.

This lamp will burn for four hours equally well under water, in carbonic acid, or in fire-damp, and it cannot get hotter than boiling water. Possessing these advantages, its value as an adjunct to the breathing apparatus is at once apparent. Its usefulness we have seen demonstrated by a diver, who, equipped with the breathing apparatus and having a Fleuss lamp, remained for long periods under water, both man and lamp being wholly cut off from the outer atmosphere during the periods of immersion.

In like manner we have seen the respiratory apparatus put to the test by a man equipped with it remaining for some time in an air-tight iron chamber filled with dense smoke and noxious vapours. But above and beyond this is the experience which has been gained from its use in actual practice, notably in the case of the flooding of the Severn Tunnel as regards sub-aqueous work, and in the cases of the Seaham and Killingworth Collieries with respect to coal mine accidents. In this latter connection we may also refer to the explosion at the Lycet Collieries last year, by which several lives were lost. By means of the Fleuss apparatus an early exploration was safely effected, which in ordinary circumstances would have been impossible.

The invention was awarded the Shaw prize or gold medal of the Society of Arts in December last, this prize being given only once in three years for life-saving apparatus.

LONG WALKS.

WRITING in *The Fireside News*, a correspondent, "Retro," gives the subjoined particulars regarding certain famous long walks:—

Just now, when Weston's walk is exciting great attention, the following list of pedestrian feats, taken from a monthly periodical for the years 1792—1795, will doubtless be interesting to your readers. There are many others recorded in the books, but only the most interesting of long-distance performances have been selected:—

1688.—Robert Carey, Earl of Monmouth, won £2,000 by walking from London to Berwick (339½ miles), in 12 days.

1702.—May 29, John Morgan, a Welshman, for a wager of 100 guineas, undertook to walk from London to Land's End, in Cornwall, and back again (612 miles), in 14 days, which he accomplished within nine hours of the time allowed him.

1750.—Sept. 8, Pearson, a tailor, who was to walk 800 miles in Tethill Fields, Westminster, in six days, finished his journey half an hour within the time allowed him.

1756.—June 17, a man at eight o'clock went from Bishopsgate, and walked to Colchester and back to Bishopsgate by eight o'clock the next evening. The distance was 102 miles.

1759.—On Feb. 1, George Guest, of Birmingham, walked 1,000 miles in 28 days, finishing his journey with great ease. In the last two days he had 106 miles to walk, but walked them with so much ease to himself that, to show his agility, he walked the last six miles within an hour, though he had full six hours in which to complete his task.

1762.—May 24, Child, the noted miller of Wandsworth, walked on Wimbledon Common 44 miles in 7 hours and 57 minutes.

1763.—July 11, a sergeant in the Gloucestershire Militia walked from London to Bristol in 19 hours and 35 minutes.

1765.—In July, a young woman went from Blencogo, in Scotland, to within two miles of Newcastle, in one day, which is about 72 miles.

1787.—Sept. 27, Mr. Forster Powell, clerk to an attorney in London, walked from the Falstaff Inn, at Canterbury, to London and back (112 miles, in 24 hours. In 1788, July 15, he walked from Hyde Park-corner to the 30 mile-stone at Wolverton Hill, on the Bath Road, and back to Hyde Park-corner, in less than 22 hours. In 1790, he walked from London to York and back (394 miles) in 5 days 16 hours and ten minutes. He afterwards did the same distance in less than 5 days and 15 hours.

1788.—July 20, John Batty undertook to walk 700 miles on Richmond course in 14 days, which he performed with great ease. Mr. Batty was in the 55th year of his age.

1790.—May, Thomas Savager, a labourer in Herefordshire, walked 404 miles in six days over a very rough and stony road between Hereford and Ludlow.

1791.—July, a gentleman, aged 77, walked from London to Liverpool in four days, which is above 50 miles a day.

TRADE OF SAN FRANCISCO.—Thirty-three years ago the city of San Francisco entered upon its new existence as an independent municipality, the county of San Francisco having been duly organised about the same time. In July, 1856, however, a Consolidation Act was passed, uniting the two under the name and title of "The City and County of San Francisco." Since that time the progress of the place has been exceedingly rapid. The city is built on a peninsula, thirty miles long by fifteen wide. There are 1,097 streets, avenues, and alleys in the city, with 27,550 buildings. There are 92 church organisations, all of which have houses of worship in various parts of the city. The various manufacturing industries number 850, and of these 297 are incorporated in companies, and employ altogether 40,000 mechanics, making a total yearly manufactured product of upwards of 75,000,000 dols. These manufactories are being rapidly increased. A mammoth sugar refinery has been recently completed at a cost of 1,200,000 dols., and it will turn out when in full operation 600 tons of sugar per day. There are 32 iron and 12 brass foundries in the city, one large rolling mill, three glass works, 10 flour mills, 59 tanneries, and 34 breweries. A large amount of beer is manufactured in the city, and there are three distilleries in the State. The manufacture of cigars and tobacco is also largely increasing. There are about 500 white men, 200 white females, and 4,500 Chinese employed in the cigar manufacture. The boot and shoe establishments number about 70, employing 3,500 hands, and of these it is estimated that nearly 3,000 are Chinese. The manufacture of clothing and underwear has increased from 25 to 40 per cent. There are six extensive box factories, employing 450 hands, and many

other important industries are being rapidly introduced. The position of San Francisco is exceptionally favourable for the growth and development of commerce, as it is the point of contact between America, China, and Australia.

SHEEP AND GOATS.—The weakest races of useful animals were those that first became subject to man. Goats and sheep came under his dominion before the ox, horse, and camel, and have been so long carried about with man, protected by him in climates for which, as wild animals, they were not suited, that multitudes of varieties of both sheep and goats have been formed, and it is difficult to ascertain what particular variety is the wild parent stock of the whole race. The best authorities are of opinion that the original stock of the domestic sheep is to be found in the *monflon*—a wild sheep still living in islands like Crete, Corsica, and Sardinia; in Southern Siberia under the name of *stepnie-barani* (wild sheep); and in Mongolian Tartary under the name of *argali*. The original wild goat is much easier found than the original wild sheep, and has undergone much less change under the influence of man. The wild goat may be seen in a state of nature in the mountain plateaux of Norway, where, as Pontoppidan tells us, they are so numerous that 80,000 skins are exported each year from the single port of Bergen. The goats are admirably adapted to the nature of this country; they seek their food on the steepest slopes of the mountains. The male goats are much braver and more intelligent than rams. They will boldly face a wolf if he be alone, and have learned to assist the dogs to drive off wolves when they attack in droves. The Norwegian fishermen watch carefully at sundown where the herds of goats lie down on the islands, for they believe it to be an infallible sign that in the morning that coast of the island will be to windward. Aristotle sums up the differences between sheep and goats as follows: "The disposition of sheep is foolish and without sense. They are the most cowardly of all animals, and steal away into desert places for no purpose, and in winter often escape from their folds. When overtaken by a snowstorm they will not get away, but will stay behind and perish, unless the shepherds carry off the rams, when the rest will follow." The goat is courageous, but if a person takes any of the goats by the beard, all the rest stand by, as if infatuated, and look at it. Sheep and goats lie down separately at nightfall, and the shepherds say that the goats always lie back to back.

UTILISING TIDAL POWER.—Numerous attempts have been made to turn to profitable account the mechanical power stored up in the rise and fall of tides, but hitherto without any general practical result. Two ideas mainly have been worked upon, the first being that of elevating a weight by the rising tide and converting its descent into motive power, and the second that of constructing water-sheds which are influenced by the ebb and flow of the tide. A new departure in this direction has been taken by Mr. C. Maynard Walker, who proposes to utilise the power of the tide in a very simple manner to compress air, by which to raise the water thus used for compression to

any given height, so as to obtain a good head or fall for driving machinery. Moreover, the water thus used need not necessarily run to waste, but can be used over and over again. The feasibility of this invention is shown by some apparatus which is fitted up in the warehouse of Messrs. H. Greene and Son, Cannon-street, London, the satisfactory working of which has recently been witnessed. Although the apparatus is only in model, water was elevated by stages 24 ft. high in one instance, and in another 18 ft. high, travelling a distance of about 60 ft. horizontally from the starting point, showing in the latter case that it is not at all necessary that the apparatus should be in or even near the tidal river or the sea. The arrangement consists of a series of tanks connected with each other by tubing. In practice an air-tight tank would be constructed, at about the level of low water, and fitted with a valve so arranged that its contents could escape at dead low water. This tank has a vertical supply pipe which starts from inside near the bottom, and passing through the top rises in the river to near the top of the tide, where it is open. From the top of this tank starts another vertical pipe which reaches nearly to the top of the inside of a second air-tight tank placed above it, and at a point just below the level of high water. This second tank is again connected by a pipe starting from near its bottom with a third or reservoir tank, the vertical distance between the tanks being rather less than the rise of the tide. Other tanks may be added so as to obtain the required head or fall of water. The operation would be as follows:—All the tanks being empty at starting, the water at high tide would flow into the lowest tank through the vertical supply pipe, filling it and the tank next above it. As the tide receded the second tank would be left full, but the contents of the lower tank would flow out and be replaced by air, and as the tide rose again the outlet valve would be closed. At high tide water would again flow down the supply pipe into the lowest tank, where it would compress the contained air, which would be forced up the tube into the second tank, driving its contents into the third tank or reservoir, the second tank becoming again filled with water and so left by the tide. Thus, the operation being repeated at every tide, a body of water would each time be lifted a stage, and the top tank of the series would by this means be replenished at regular intervals with water available for giving motion to electric light or other machinery. Conversely, this ingenious invention is applicable to the discharge of towns' sewage at any required level, without the aid of pumping machinery, as was also demonstrated by the inventor.

SANITARY HOMES.—In a recent article, *The Times* gives expression to the subjoined remarks with reference to this all-important subject: "There is room for infinite improvement in the sanitary condition of the homes, not of the poor only, but of the well-to-do. As far as concerns the more obvious matters, such as drainage and the water supply, the broad principles are tolerably well known and fairly attended to. Every householder is now aware that his drains must be trapped, that his drinking water ought to be kept quite distinct from that supplied for other household purposes, and so on.

But how many of the dwellers in an ordinary London street are alive to the need, not only for comfort, but for health, of keeping their houses clean? A few more than of old, perhaps, but still an infinitesimal proportion. Not one in fifty has realised the fact that dust is the great enemy, and that whatever holds it is a danger to health. With the greatest care, with abundant servants, and with the best appliances, it is difficult enough in this city of open grates to keep a house even decently clean; but without such care and forethought it is impossible. A few rules at all events, might be laid to heart by every Londoner, these being some of them: Let him avoid carpets as much as he can, using Indian matting as their substitute, and having its surface washed every two or three days. Let the borders of all his floors be bare and cleansed every day. Let brushes and brooms be used little, and damp cloths much. Let the walls, generally speaking, be varnished, and let them, with the painted woodwork, be washed frequently. Let curtains be made of chintz or cretonne, rather than of woollen stuff. Let the tops of wardrobes, and other flat surfaces that are out of sight, be covered with loose paper, which may be removed from time to time; otherwise dust will accumulate to a dangerous extent. These few simple directions, which any householder can follow without difficulty, will be found useful for cleanliness, and therefore for health; for, as every doctor knows, town dust is a slow poison, and those who habitually breathe it, especially if they are children, have very little chance of living a healthy life, or of keeping free from coughs, colds, measles, and all the other ills which settle by preference on the weakly and the low-toned."

CHRONOMETER COMPETITION AT GENEVA.—The Industrial Department of the Geneva Society of Arts, writes a *Times* correspondent, has lately organised a new sort of watch and chronometer competition, worthy the attention of all who take an interest in horology. It is a competition for the regulation of marine and pocket chronometers for temperatures. For twelve years past the department has granted prizes for the best-timed chronometers and watches, thereby contributing very effectually to the production of accurate time-keepers and the upholding of a high standard of excellence. But the scientific horologists of Geneva have long been of opinion that the effect of temperature on the regularity of chronometers and watches has not been sufficiently studied, and with a view to improvement in this regard they have arranged the present competition. A chronometer may be so regulated as to go equally well in two temperatures, but as the English horologist, Dent, found out in 1883, between these two temperatures a chronometer gains, while above or below them it loses. The cause of these aberrations, though often investigated, has never been discovered. Perhaps the horologists of Geneva, stimulated by the offers of the Society of Arts, may succeed in overcoming the difficulty, and making a new advance in their craft. Rewards will be given to the horologist in whose chronometers the anomaly is reduced to its *minimum*. In order to ensure a fair trial, the Society of Arts, in co-operation with the Auxiliary Scientific

Society, has built a special stove, in which an invariable temperature can be maintained for several consecutive days. For five days the chronometers placed therein will be kept at one temperature, which will afterwards be raised, by 5 deg. at a time, from 5 deg. to 35 deg. Centigrade, and then reduced in like manner from 35 per cent. to 50 per cent. Between the two periods of five days there will be an interval of one day, on which the *précis* will not be observed. The trials will extend over eighty-three days. Only marine and pocket chronometers of Swiss make will be admitted to the competition.

EARLY CHINESE ANGLERS. — In some notes upon an exhibition of antiquities, which was opened in Tokio on the 1st of November, the *Japan Mail* writes: "There is one room, the contents of which alone will amply repay a visit. Its walls are entirely covered with pictures by the old Chinese masters. Two of them, gems from an antiquarian standpoint, hang inside a case which stands at the entrance. They are by painters of the Sung period—Baian and Riushomen—and, apart from their merits as works of art, one of them establishes the curious fact that reels were used by Chinese anglers in the eleventh century. What is there that Chinese civilisation did not possess?"

NEWSPAPER STATISTICS.— From the "Newspaper Press Directory," for 1884, we extract the following on the present position of the newspaper Press:—There are now published in the United Kingdom 2,015 newspapers, distributed as follows:—England — London, 401; provinces, 1,177—1,578; Wales, 80; Scotland, 181; Ireland, 156; Isles, 20. Of these there are 137 daily papers published in England, four daily papers published in Wales, 22 daily papers published in Scotland, 15 daily papers published in Ireland, and one daily paper published in the British Isles. On reference to the first edition of this useful Directory, for the year 1846, we find the following interesting facts, viz., that in that year there were published in the United Kingdom 551 journals; of these 14 were issued daily, viz., 12 in England and two in Ireland; but in 1884 there are now established and circulated 2,015 papers, of which no less than 179 are issued daily, showing that the Press of the country has more than trebled during the last thirty-eight years. The increase in daily papers has been still more remarkable, the daily issues standing 179 against 14 in 1846. The magazines now in course of publication, including the quarterly reviews, number 1,260, of which 332 are of a decidedly religious character, representing the Church of England, Wesleyans, Methodists, Baptists, Independents, Roman Catholics, and other Christian communities.

NEW ELEMENT IN PAPER MANUFACTURE.—Consul Gade, of Christiania, has submitted to the United States Government a report relative to a new industry, or, rather, the use of a raw material for the manufacture of paper which will soon be in use in Norway and Sweden. Among the raw materials already employed in the manufacture of paper are rags, esparto, straw, and wool, but all these are expensive, and

this new and cheaper one, which consists of white moss, will now be added to the list. The moss is found in immense quantities in Norway and Sweden, but it is not the living plant as it grows in the fields which is used for making paper, but the remains of this kind of moss, which has gradually accumulated in the woods. The mouldering which the moss has gradually undergone constitutes a preparation for the paper manufacture made by Nature herself. A factory is now building for the manufacture in Sweden, and examination has shown that near this place many millions of pounds of this raw material are to be found; in fact, a quantity sufficient to support a large manufactory for many years. Paper of different thicknesses and pasteboard made of the white moss have already been shown, the latter even in sheets three-quarters of an inch thick. It is as hard as wood, and can easily be painted and polished. This manufacture is said to be very well suited for taking the place of wood for many purposes. It has all the good qualities but none of the defects of wood, as it neither cracks nor warps. The pasteboard can consequently be used for door and window frames, and for architectural ornaments of all kinds of furniture. It remains to be seen what effect this new discovery will have upon the paper trade generally.

EMIGRATION STATISTICS. — From the Parliamentary papers just issued, dealing with the emigration of 1883, it appears that, while the total number of emigrants in 1883 decreased 16,131 (from 413,288 to 397,157), as compared with the previous year, the emigrants of British and Irish origin only increased 40,752 (from 279,366 to 320,118). The reasons for this apparently strange discrepancy are stated to be that there has been a decline in the emigration from Germany and other parts of Europe, and that the emigration from the United Kingdom in 1883 was to some extent specially stimulated, this being the case, as is well known, with reference to the Irish emigration, and being also the case, it would seem, with reference to the English emigration to Australia, which has always been more or less an assisted emigration, and which increased very largely during 1883. As against the increase in emigration is, however, to be set an increase in immigration. The total number of immigrants was 100,503 in 1883, as compared with 82,804 in 1882, an increase of 17,699, those of British and Irish origin only being 73,804 as against 54,711, an increase of 19,093. The substantial increase in the number of emigrants last year of British origin only was mainly accounted for by the added number proceeding to Australasia. In 1880 this was 24,184; in 1881, 22,682; in 1882, 37,289; and in 1883, 71,264, the last being by far the largest total since 1854, when it was 77,526. The numbers to British North America and the United States were also the largest for 30 years. The statistics regarding Ireland set out in detail the increase there last year, and the suggested reasons for it.

QUIET THOUGHTS FOR QUIET HOURS.

"Pii orant tacite."

"The turf shall be my fragrant shrine;
My temple, Lord! that Arch of Thine;
My censer's breath the mountain airs,
And silent thoughts my only prayers!

My choir shall be the moonlit waves,
When murm'ring homeward to their caves,
Or when the stillness of the sea,
Ev'n more than music, breathes of Thee!"

MOORE.

ORGANISED ENJOYMENT.*

THE *Spectator* suggests that the devotees of sport are not too healthy-minded for the mistake of spoiling an enjoyment by its over-organisation. Like all Englishmen, it adds, they are apt to make a task of a pleasure; but, unlike most Englishmen, they fail to discover that they lose nearly all the pleasure by the completeness with which they organise it into a task. That, however, is the root of the mistake in almost all routines of enjoyment. No one thoroughly enjoys organised amusements, because you cannot be in the true humour to enjoy that of which you make a regular task-work—a business to which you bend all your efforts, as you do to your duties or your professional engagements.

The truest enjoyments are not carefully prepared beforehand, but are the more or less unexpected yield of unconscious and unplanned

* From "*The Globe.*"

resource. You may, of course, take a sort of satisfaction in having everything go exactly as you had intended it to go—in seeing the birds rise where you expected them to rise, in shooting as many of them as you expected to shoot, and carrying home a bag fuller even than you counted on; but well-organised satisfactions like these are not, in the truest sense, enjoyments. They are only satisfactions, precisely such satisfactions as you get out of work well done, not the surprises with a touch of grace and gratitude in them which enhance almost every high enjoyment.

The truth is, that English people hardly know how to enjoy themselves, just because they insist on over organising all enjoyment. As Wordsworth truly enough said—

> "For we are vexed by heavy laws,
> And often, glad no more,
> We wear a face of joy, because
> We have been glad of yore."

We look as if we enjoyed ourselves, though all the joy is absent, only because we find ourselves among the associations in which we were once accustomed to enjoy ourselves, and because we are hardly frank enough with ourselves to confess that the spell is over and the charm past. True enjoyment is seldom secured by careful dispositions. It is the unexpected exercise of some faculty that we hardly suspected to exist, the gleam or flash of some insight for which we never looked, the rekindling of delightful associations nearly erased, the new meaning given to some favourite book, the new vividness of waking in the morning, the new restfulness of the evening light, the new vivacity of all one's old taste under some unexpected stimulus, which really constitute the essence of enjoyment.

Almost all the deliciousness of any pleasure is done away with by too much organising, by reducing it to routine, by stopping up the avenues of fresh and unexpected combinations of circumstance. Who that knows what travel is, can doubt that the perfect organisation of travel in these latter days—the security and perfect appointment of the journey, the voluptuous comfort of the hotels, the multitudes of arrangements for sight-seeing and luxurious meals—diminish, instead of increasing, the delight of it? Everything, from sport to travel, from scenery to appetite, is discounted. You are told everywhere exactly what to expect and what to guard against, until the inlets of genuine surprise—that highest stimulus of all true enjoyment—are almost blocked up.

Nevertheless, if we English understood enjoying as well as we understand working, we should carefully eschew too much routine in

our pleasure-making, and leave open as many doors as we can for unexpected incidents, even though we might be quite sure that at various of these doors very unpleasant incidents would emerge; for the delight of unexpected pleasure would far more than outweigh the distresses of unexpected discomforts. To succeed at work, you must organise it carefully. To succeed in enjoyment, you must as carefully leave plenty of room for the vividness which an organised routine benumbs, if it does not wholly banish.

SELF-DENIAL.

THERE may be glory in the might
That treadeth nations down—
Wreaths for the crimson warrior,
Pride for the kingly crown;
More glorious is the victory won
O'er self-indulgent lust,
The triumph of a brave resolve
That treads a vice in dust.

J. G. WHITTIER.

RAINBOWS.—Prof. Tyndall lately delivered a lecture on rainbows before a crowded audience at the Royal Institution of Great Britain. The lecturer commenced by saying that the earliest historical record of the rainbow was that known to all present—"I do set My bow in the cloud, and it shall be for a token of a covenant between Me and the earth." The sublime conception of the theologian exceeded that desire for exact knowledge which was characteristic of modern science. Whatever the ultimate cause of a rainbow might have been, the proximate cause was physical, and the aim of science was to refer a rainbow to its physical principles. After referring to the labours of Kepler and Willebrord Snell in investigating the phenomenon of the rainbow, Professor Tyndall said the explanation of the rainbow was due to Descartes. Descartes looked at the drops of rain; he pictured one a liquid sphere falling in the air, he pictured the rays of the sun falling upon a liquid sphere, he saw that certain portions of the light would be refracted, would be driven to the other side of the drop, back again, and would be again refracted on their emergence from the drop. He took a pen in his hand and calculated the entire course of the rays through the drop, and their direction after their emergence from the drop. He found that the vast body of the rays after quitting the drop diverged at one particular angle; they came out as a parallel sheaf. There was a certain form of emotion called intellectual pleasure. It might be caused by poetry, literature, nature, or art;

but he (Professor Tyndall) doubted whether there was a pleasure of the intellect more pure and concentrated than that of a scientific man, who, looking at a difficulty that had challenged the human mind for ages, saw that difficulty melt before his eyes and recrystallise as an illustration of a law of nature. Such pleasure, he thought, must have been that of Descartes, when he succeeded in uncovering the laws which ruled the appearance of the most brilliant meteor in nature. The lecturer referred to the experiments and conclusions of Descartes, Newton, Young, Miller, and Airey, and by means of diagrams explained the manner in which the rays of light were refracted in the rain drop. He also, by means of a shower of the fine spray of filtered water thrown by a minutely punctured jet suspended from the ceiling, caused a rainbow to appear in the room. The lecturer also described the appearance and cause of a very rare phenomenon known as the white rainbow, which was observed by him on Christmas Day, and concluded his experiments by mixing the spray of some high flashing paraffin with that of some water which, when illuminated with a strong ray of light, exhibited to the spectator two bows, the ordinary water bow surrounding the more luminous and more concentrated bow due to the paraffin oil.

HUMAN PULSE.—The human pulse has a rather wide range, but the general average may be put as follows: At birth, 140; at two years, 100; at from 16 to 19 years, 80; at manhood, 75; old age, 60. There are, however, great variations consistent with health. Napoleon's pulse is said to have been only 44 in the minute. A case is also related of a healthy man of 87, whose pulse was seldom over 30 during the last two years of his life, and sometimes not more than 26. Another man of 87 enjoyed good health and spirits with a pulse of 29; and there is also on record the curious instance of a man whose pulse in health was never more than 45; and, to be consistent in his inconsistency, when he had fever his pulse fell to 40, instead of rising, as is usual.

"FAIR AND FIT."—What, then, is fair but the beautiful? and what is beauty? What is it that attracts and wins us to the things we love? For unless there were in them a grace and beauty, they could by no means draw us unto them. And I marked and perceived that in bodies there was a beauty, from their forming a sort of whole; and, again, another from apt and mutual correspondence, as of a part of the body with its whole, or a shoe with a foot, and the like. And this consideration sprang up in my mind, out of my inmost heart, and I wrote "on the fair and fit" two or three books.—*St. Augustine.*

PRESENT AND FUTURE.—Our imagination so magnifies the present hour, through constantly spending thoughts upon it, and so belittles eternity, through not thinking about it at all, that we make an eternity of nothing, and a nothing of eternity; and all this has its roots so deeply implanted in us that reason, though put on its guard, cannot protect us against the double error.—*Pascal.*

LOVE'S WORK.—A century ago, in the north of Europe, stood an old cathedral, upon one of the arches of which was a sculptured face of wondrous beauty. It was long hidden, until one day the sun's light, striking through a slanted window, revealed its matchless features. And ever after, year by year, upon the days when, for a brief hour, it was thus illumined, crowds came and waited eagerly to catch but a glimpse of that face. It had a strange history. When the cathedral was being built, an old man, broken with the weight of years and care, came and besought the architect to let him work upon it. Out of pity for his age, but fearful lest his failing sight and trembling touch might mar some fair design, the master set him to work in the shadows of the vaulted roof. One day they found the old man asleep in death, the tools of his craft laid in order beside him, the cunning of his right hand gone, his face upturned to this other marvellous face which he had wrought—the face of one whom he had loved and lost in early manhood. And when the artists and sculptors and workmen, from all parts of the cathedral, came and looked upon that face, they said, "This is the grandest work of all; love wrought this!"

COMMON-SENSE.—We often hear common-sense talked of, and praised, but very seldom hear it defined. It seems to be a kind of faculty for doing the right thing at the right time and in the right way, saying the right words at the right moment. It is right actions and words based on right principles; something that directs in the ordinary affairs of life, entirely apart from book learning. It is neither startling nor dazzling. When you speak of a common-sense person you do not give your hearer to understand a genius, or a marvellously clever person, but one who does the ordinary affairs of every day in a plain, matter-of-fact manner. The main reason why people are not common-sense is because they seek to live in a false atmosphere, and perform their actions as under the eyes of others; so, having a wrong idea of life, they are carried away by the lusts of the world, the flesh, and the devil.

OPPOSITION.—A certain amount of opposition is a great help to a man. Kites rise against the wind. Even a head wind is better than none. No man ever worked his passage anywhere in a dead calm. Let no man, therefore, wax pale because of opposition.

LIFE'S BUSINESS.—The business of life is to go forward; he who sees evil in prospect meets it on the way; but he who catches it by retrospection turns back to find it. We look back to former times, and the struggles that then were, and wish we had been helpers in the fight; but there is honourable warfare now, and if we see not what must be done now, or have not the courage to do it if we can see, neither should we have had vision or courage then.

THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.

"There is Sorrow on the Sea."

THE SOCIETY'S OBJECTS.

THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY was formally and responsibly INSTITUTED on the 21st FEBRUARY, 1839,* and thereafter—

[*The better to carry into effect the Society's charitable and benevolent Designs, for the benefit of the Seafaring Classes for whose welfare it was originally Instituted*, and—

Further to carry out the same by undertaking or promoting, as part of the Objects and Designs of the Society, not only the Objects and Purposes before sought and undertaken by it, but also ANY OTHER *Objects, Designs, or Purposes of a benevolent character, for the benefit and welfare of all and every or any of such Classes of Men, or those dependent on them*]—

duly INCORPORATED by "THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY" ACT OF PARLIAMENT, "13TH AND 14TH

* The disastrous storm in the Bristol Channel, in conjunction with some fearful calamities to fishing-boats, with great loss of life, on the North coast of Devon—which happened whilst there was still vividly impressed on the mind of the whole British Nation the remembrance of the wreck of the passenger steamer *Forfarshire*, on Hawker's Rock, in the Farne Islands, Northumberland, between the night of the 6th and the morning of the 7th September, 1838 (being the occasion of "Grace Darling's" daring deed of heroic rescue, with her father, in their coble-boat, from the Longstone Lighthouse)—led to the formation of "THE SHIPWRECKED FISHERMEN AND MARINERS' SOCIETY" during the ensuing winter, at a specially influential Public Meeting, held in the London Tavern, on February 21, 1839, as recorded.

VICTORIÆ, CAP. LXXIII.," with ROYAL ASSENT of 29th JULY, 1850 having—amongst all the Society's many other benevolent Functions and Operations, thus under Special Statute permissible to it as a Charitable Corporation—the following NATIONAL OBJECTS in view:—

I.—ASSISTANCE TO THE SHIPWRECKED.

To render Necessary Assistance, and Board, Lodge, Clothe, and Forward Home, *all* Shipwrecked Fishermen, Mariners, &c., or other Poor Persons, of all Nations, cast Destitute upon the Coasts.

II.—RELIEF TO MEMBERS.

To relieve Fishermen, Mariners, &c., *Members of the Society*, for Loss of their Boats or Clothes (by Shipwreck, Storm, or other Accidents of the Sea), and otherwise in their Need and Extremity; and also to relieve their Widows and Orphans, &c.

III.—RELIEF TO NON-MEMBERS.

To administer Relief to Others, and those Dependent on them, of the Seafaring Classes for whose benefit the Society was Instituted and Designed, *although not Members of the Society*, according to the Circumstances of the Case, &c.

IV.—REWARDS FOR SAVING LIFE.

To grant Gold and Silver Medals, and other Honorary or Pecuniary Rewards, for Heroic or Praiseworthy Exertions to Save Life, from Shipwreck, &c., on the High Seas, or Coasts of the Colonies.

The Society's foregoing National Objects, with the various other Functions and Operations devolving upon it, are carried out by the Central Executive in London, and about 1,200 Honorary Representatives and Agents of the Society, stationed on every part of the Coast of the United Kingdom, as well as Inland, Abroad, and in the Colonies—by whom, in direct co-operation with the General Committee of Management, the Society's immediate organised relief is personally extended, on an average, to between 12,000 and 13,000 individuals annually.*

THE SOCIETY'S PROCEEDINGS.

THE administration by the Society, as the one National Institution existing for the purpose, of the varied charitable aid embraced within the immense scope of its several National Objects, &c., necessarily involves a most comprehensive and very

* See the "Annual General Statistical Return" of the Society's Operations, as given at the commencement of "The Society's Work," under this Heading of "THE SHIPWRECKED FISHERMEN AND MARINERS' SOCIETY."

voluminous series of proceedings, of almost world-wide extent and bearing, fully to detail which, from time to time, would be entirely beyond the available limits of any periodical record.

Amongst many other similarly noteworthy and interesting references to the Society's Operations, however, the subjoined Announcements may here be given as having appeared in the columns of the Public Press, as shown, since the issue of the last Quarterly Number of this Magazine :—

PRESENTATION OF LIFE-SAVING REWARDS.*

"THE SAILORS' HOME, Well-street, London Docks, was the scene of a very interesting ceremony on Thursday, February "14, the occasion (for which the commodious building of the Home "was, by kind permission of the Directors, specially made available) "being the presentation of Life-Saving Rewards, granted by 'The Ship-"wrecked Fishermen and Mariners' Royal Benevolent Society,' to the "captain and a boat's crew of the steamer *Scotland*, in recognition of "their gallant services in rescuing the shipwrecked crew of the "brigantine *Minnie Louise*, of Nova Scotia, on the 18th November, 1883. "The presentation took place in the large dining-hall of the Home, "gaily decorated for the occasion, just before the men had their "dinner, so that there was a large attendance. Captain the Hon. "Francis Maude, R.N., Chairman of the Home, and likewise of the "Society's Committee, presided, and there were also present Admiral "Sir Claude Buckle, Captain Were, H.C.S., E. P. Stringer, Esq., "Colonel Stuart, Captains John Steele, Holdsworth, Mainland, and "Vivian, Mr. Henry Carter (Temperleys, Carter, and Darke, owners "of the *Scotland*), the Rev. Dan Greatorex, with Mr. Thomas Balding, "Superintendent of the Home, and many visitors, &c.

"The Chairman called upon Mr. W. R. Buck, the Secretary of the "Shipwrecked Mariners' Society, by which Institution the Rewards "were given, to read the report of the case, from which it appeared "that on the above date the *Scotland* sighted the *Minnie Louise* flying "signals of distress, and on getting near, found the crew of seven per-"sons standing on the afterpart of the vessel, which was in a sinking "condition, the seas constantly breaking across her deck. The "master, Mr. Alfred Henry Luckhurst, immediately ordered the star-"board lifeboat to be lowered, and directed Mr. Henry James, chief "mate, John O'Toole, Duncan Cameron, Henry Chinery, John Croon, "and Charles Philpot to proceed to the sinking ship, from which, with

* From "*The Eastern Post and City Chronicle.*"

"much courage and skill (it being then dark), they managed with consi-
"derable risk to effect the rescue of the whole seven persons in a most
"exhausted condition, and landed them safely at London.

"Captain MAUDE, in making the presentation, expressed his great
"gratification at being the means of conveying the Rewards to the
"brave men who had acted so gallantly; and thereupon handed
"Captain Luckhurst one of the Society's handsomely mounted Aneroid
"Barometers, with a suitable inscription; to Mr. James, the Society's
"Silver Medal, and to each of the crew who manned the boat a
"monetary recompense.

"Captain LUCKHURST, who was loudly applauded, briefly returned
"thanks on behalf of himself and crew, and stated that they merely
"did their duty, and should always act in a similar manner did
"occasion offer.

"One of the rescued men, who strangely enough happened to be
"staying at the Sailors' Home, and was thus present in the room, gave
"testimony as to his deliverance on the occasion, and Mr. HENRY
"CARTER, representing the owners, having proposed a vote of thanks
"to the chairman, the proceedings terminated."

FISHERMEN'S HALL AT NORTH BERWICK.*

"THE frequent occurrence of shipwrecks on the rocky coast in the
"neighbourhood of North Berwick, and the consequent necessity
"laid upon the local Honorary Agents of 'THE SHIPWRECKED FISHERMEN
"AND MARINERS' ROYAL BENEVOLENT SOCIETY,' and other benevolent
"individuals, to provide temporary accommodation for rescued
"seamen, has for long directed the attention of philanthropic residents
"and visitors in North Berwick to the urgent need of a suitable
"building for the reception of distressed sailors, and in connection
"with the above-named Society. Through the beneficence and
"public spirit of Miss Fraser, Faraline Villa, East Links, that need
"has been supplied, and in addition there has been provided, also
"through that lady's generosity, a commodious Hall, suitable for
"religious, temperance, and social meetings, for the benefit of the
"fishermen and their families, in whom Miss Fraser takes the
"deepest interest. The building, which is two stories in height,
"the top story being reached by an outside stone stair with a con-
"crete balustrade, is an exceedingly commodious one, and eminently
"suited for the object in view. It is built upon the site of what
"used to be a smoking-house for fish-curing purposes, with a coach-

* From "*The Haddingtonshire Advertiser*."

"house underneath, and is situated conveniently near the harbour "and in the centre of the residences of a large proportion of the "fishing population, all of whom, we trust, will show their appre- "ciation of the interest taken in them by Miss Fraser and those ladies "and gentlemen who are assisting her in the good work, by taking "advantage of the privileges the Institution is fitted to confer. In "regard to this, the weighty words of Professor Blakie on the opening "day are worthy the careful attention of the fisher folks. In addition "to the ground rent of £100, the entire cost of the building is £502, "of which £213 has already been subscribed, no less than £180 "having been paid down by Miss Fraser. Thus it will be seen nearly "£300 of the sum required remains to be subscribed, and we appeal "strongly to the generosity of the public of North Berwick, and the "numerous wealthy visitors who frequent that famous watering- "place and find health and enjoyment in its salubrious air and "invigorating sea-bathing, to come forward and remove the debt upon "an Institution which is intended to improve and benefit an important "section of the North Berwick community. We may mention that the "contract for the erection and fitting up of the building was entrusted "to Mr. William Whitecross, who has executed the work to the entire "satisfaction of all concerned. The ceremony of opening the Hall "took place towards the close of last year, 1883, and was numerously "attended. Provost Brodie presided, and Professor Blakie, of the "New College, Edinburgh, gave an interesting address. Among "others present were Principal Rainy, Rev. Dr. Sprott (Established "Church), Rev. Mr. Shewan (Free Church), Mr. Woodrow (Hon. Agent "of the Shipwrecked Mariners' Society), Mr. Sedgewick, of the Coast "Guard (Hon. Agent of the Shipwrecked Mariners' Society), Coun- "cillors J. R. and W. Whitecross, Dr. Turpie, and Miss Fraser."

THE CENTRAL HONORARY AND EXECUTIVE STAFF, AND LOCAL REPRESENTATIVES, &c.

SINCE the last announcement—as referred to in the Society's Forty-fourth Annual Report,* recording acceptance of the Office of President of the Society by Vice-Admiral His Royal Highness the Duke of Edinburgh, in the room of his Grace the late Duke of

* See "The Annual Report," as given at p. 55, under the Society's Heading, in the previous Number (January, 1884) of this Magazine.

Marlborough, and of that of Deputy Chairman of the Committee and Chairman of Finance Committee by the Right Hon. Lord Ashley, in succession to the late Captain Vincent Budd—the name of Captain Robert C. Halpin, F.R.G.S., has been duly added to the Society's General Committee of Management, in London, on his election to a seat at the Board, to fill an existing vacancy.

AMONGST its 1,200 stations, &c., on the Coast, Inland, Abroad, and in the Colonies, as many as thirty-one fresh appointments of Local Honorary Representatives and Agents of the Society have, from death, change of residence, or other unavoidable cause, been rendered necessary since the previous reference to such alterations, in this Magazine. In recording their obligations, on behalf of the Society, to all those who had thus—in some instances for many years—so heartily laboured in furthering the Society's charitable work, the Committee of Management have specially had to deplore those changes occasioned by the decease of Honorary Representatives and Agents as follows: Ballina—W. Little, Esq.; Bembridge—Mr. Charles Caws; Berwick-on-Tweed—J. C. Weddell, Esq.; Filey—Mr. Richard White; Johnshaven—Rev. A. S. Myers; Newport (I. of Wight)—Mr. W. Woodnutt; North Uist—Mr. D. McDonald; Truro—Mr. R. S. Hitchins; and Voe—T. M. Adie, Esq.

THE SOCIETY'S WORK.

UNDER the subjoined "Annual General Statistical Return," as well as "Quarterly General Summary of Relief, &c."—comprising particulars of the Society's Work, in accordance with its several specified National Objects,* and various other Functions—will be found the interesting, and, in many respects, touching record of the Society's benevolent Operations on behalf of all the Seafaring Classes of Men, and those Dependent on them, both during the whole of the past year, 1883, with those preceding it, from the Society's first Institution in 1839, and since the issue of the last Annual or Quarterly Statements:—

* See the details given under "The Society's Objects," at the commencement of this Heading, of "THE SHIPWRECKED FISHERMEN AND MARINERS' SOCIETY."

ANNUAL GENERAL STATISTICAL RETURN.

ASSISTED, AND RELIEVED, &c.—UNDER "OBJECTS I., II., III."

SHIPWRECKED SUFFERERS—MEMBERS AND NON-MEMBERS, FOR LOSSES, AND IN SPECIAL DISASTERS AND DISTRESS—DEPENDENT WIDOWS AND ORPHANS, &C.	Last Year (1883)	12,458
	Previous Years	338,191
TOTAL NUMBER, FROM THE INSTITUTION OF THE SOCIETY, IN 1839		350,649

LIFE-SAVING REWARDS, &c.—UNDER "OBJECT IV."

HONORARY AND PECUNIARY REWARDS FOR SAVING LIFE	GOLD MEDALS.....	32
	SILVER MEDALS	314
	PECUNIARY AMOUNT,	£2,465
LIVES SAVED, FOR WHICH RECOGNITION HAS BEEN GRANTED		7,348

MARINERS, &c., PROVIDENTLY "SELF-HELPING"—UNDER "OBJECT II."

ANNUAL NUMBER (1883) CONTRIBUTING THE REGULATED SMALL YEARLY PAYMENT, TO THE SOCIETY'S FUNDS, AS "MEMBERS" * 53,500

QUARTERLY GENERAL SUMMARY OF RELIEF, &c.

THE total Number directly succoured or otherwise relieved, &c., by the Society's Central Executive in London, and by its Honorary Representatives and Agents in all parts of the United Kingdom, as well as Abroad, and in the Colonies—under the Society's respective National Objects—viz., I. "Assistance to the Shipwrecked;" II. "Relief to Members;" III. "Relief to Non-Members;" IV. "Rewards for Saving Life, &c."—was as follows, during the past Quarter, ending 31st March, 1884:—

SHIPWRECKED SUFFERERS—MEMBERS AND NON-MEMBERS, FOR LOSSES, AND IN SPECIAL DISASTERS AND DISTRESS—DEPENDENT WIDOWS AND ORPHANS, &c., &c.....	3,840

OF the many Honorary Agencies from which the more numerous claims embraced within these figures were received, the following (appending also the names of the Society's Local Honorary Representatives), with the Amounts allotted to each, may be specially mentioned, viz.:—Aberdeen (Mr. D. Mearns), £146; Cardiff (Captain Jas. Fraser), £68; Dundee (Mr. Jno. Machan), £58; Hartlepool (Mr. S. Armstrong), £150; Hull (Mr. J. W. Day), £158; Liverpool (Thomas Hanmer, Esq.), £86; North Shields (Mr. G. French), £228; South Shields (Messrs. Crisp & Hails, and Rev. H. W. Farrar), £527; Sunderland (Messrs. R. Hudson & Sons), £372; Yarmouth (G. T. Watson, Esq.), £120—giving a total of £1,915 (out of the Quarter's Amount of £7,398, granted for these particular "Objects of the Society") as issued, during the past Quarter, at these Agencies and Seaports, &c., alone.

* This Number of Contributing "Members," here given, which is being largely added to from year to year, represents those Mariners and Fishermen, &c., of all grades, embraced within the scope of the Society's wide-spread efforts, as quoted in its published Prospectus, &c., for "Specially helping all the Fishing and Seafaring Classes providently to help themselves."

THE following Special Awards of the Society's Silver Medals, &c., have been lately made for heroic or praiseworthy exertions, at personal risk, to Save Life from Shipwreck at Sea (in accordance with the Society's "Object IV."), viz.:—

FRASERBURGH.—In case of the Fishing Vessel *Sweet Home*, of Whitehills, for rescue of the Master and five others composing the Crew of the Fishing Vessel *Comet*, of Nairn, while clinging to the bottom of their capsized Boat, in a heavy sea after violent squall, off Kinnaird Head, on July 24, 1883:—

To the Master of the *Sweet Home*, JOHN WATSON—one of the Society's Marine Aneroid Presentation Barometers; and to the other members of the Vessel's Crew (JOHN LEVINE, Mate, JAMES WATSON, JOHN MCINTYRE, and JOHN MCKENNON), the Pecuniary Reward of Nine Pounds Six Shillings.

HULL.—In case of the Steam Fishing Cutter *Speedwell*, in addition to Rewards previously given for rescue, in the Cutter's boat, of the Crews of the Smacks *Harrier* and *Premier*, during a heavy gale off the Dogger Bank, on March 6, 1883, as already announced in this Magazine (see Number for October last, in Annual Volume, No. XXX., for 1883, at p. 318), the following extra Recognition has now been specially accorded:—

To the late Master of the *Speedwell*, THOMAS REYNOLDS, as a posthumous grant, for presentation to his bereaved widow together with the Sum of £5—the Society's Silver Medal; in memento of the deceased's exceptionally humane conduct upon the occasion of the service in question, when he unfortunately lost his life subsequently, through being swept overboard in a heavy sea.

LIVERPOOL.—*In case of the Barque *Alumbagh*, for rescue, under exceptionally gallant circumstances, of the Crew, eighteen all told, and the Captain's wife, of the British Barque *Carnatic*, flying signals of distress, with pumps broken and boats destroyed, during a hard gale with terrific sea, in lat. 35 S., long. 25 E., on August 5, 1883:—

To the Master of the *Alumbagh*, Captain DUGALD MCDONALD, and the Chief Officer, JAMES GUNNING—the Society's Silver Medals. Also to the other volunteers manning, with the Chief Officer, at imminent personal risk, the ship's boat for the rescue, in three trips, namely, HUGH MCKEE, Third Officer, ROBERT KAETZ, A.B., THOMAS HYNES, A.B., JOHN FREEMAN (otherwise WILLIAM TAGGART), A.B., and HENRY LEIGH, Apprentice—the Society's Silver Medals, together with the Pecuniary Reward of Eleven Pounds.

N.B.—It is further to be recorded that in this instance, the Special Award of "Emile Robin Life Saving Rewards" of £16 and £4, respectively,

* See full particulars and details of this service, as given in connection with the Society's Anniversary Proceedings at pp. 58 and 75 of the last Number (January, 1884) of this Magazine, and also additional reference thereto, under the head of "The Sea and its Perils," at p. 107 of this current Number.

had likewise been made to Captain DUGALD MCDONALD, and Chief Officer JAMES GUNNING, as announced in the Society's Forty-Fourth Annual Report.

LONDON.—*In case of the s.s. *Lapwing*, of the General Steam Navigation Company's fleet, London, for rescue from a raft in the Bay of Biscay, on September 2, 1883, of two French fishermen, the sole survivors of Crew of a Fishing Vessel, from La Rochelle:—

To the Commander of the s.s. *Lapwing*, Captain CHARLES JOSLIN, in recognition of his seamanlike, gallant, and humane conduct on the occasion in question—the Society's Silver Medal.

LONDON.—†In case of the s.s. *Scotland*, of the "Temperley Line," for persevering rescue, in very bad weather at sea, during passage from Montreal to London, of the Crew, seven in number, of the Brigantine *Minnie Louise*, of Hawkesbury, Nova Scotia, on November 18, 1883:—

To the Commander of the s.s. *Scotland*, Captain ALFRED HENRY LUCKHURST—one of the Society's Specially Mounted Marine Aneroid Presentation Barometers.

To the Chief Officer, HENRY JAMES, in charge of the Boat effecting the rescue—the Society's Silver Medal; and to the other members of the Boat's Crew (JOHN O'TOOLE, Third Officer, DUNCAN CAMERON, Carpenter, HENRY CHINNERY, Boatswain, JOHN KROON, Lamp Trimmer, and JOHN PHILPOTT, A.B.), the Pecuniary Reward of Five Guineas.

SPECIAL CONTRIBUTION LIST.

COLLECTIONS, DONATIONS, LEGACIES, SERMONS, &c., ON BEHALF OF THE SOCIETY, RECORDED SINCE THE ISSUE OF THE LAST QUARTERLY STATEMENT.

	£	s.	d.
LONDON.—HerMajesty the Queen, Patron of the Society (Annual)	25	0	0
E. Homan, Esq.	52	10	0
The Vintners' Company	10	10	0
Merchant Taylors' Company	10	10	0
Goldsmiths' Company	50	0	0

LONDON (*continued*)—	£	s.	d.
Trustees of the late William Thorngate, Esq. (Annual)	70	0	0
The Dyers' Company	3	3	0
The Leathersellers' Company	21	0	0
F. G. Dalgety, Esq.....	20	0	0
William Dent, Esq.....	20	0	0

*See full details of this service, with account of public presentation of the Award at the Society's Annual Meeting, as given at pp. 72—74 of the previous Number (January, 1884) of this Magazine.

† See Account of Public Presentation of the Awards in this instance, as given at p. 143 of the current Number of this Magazine.

	£	s.	d.
LONDON (*continued*)—			
Collecting Boxes:—			
SS. *Kedive* (per Capt. W. A. Seaton)	6	0	6
SS. *Decan* (per Capt. Adamson)	6	4	9
(Per Thos. Wickham, Esq., Lewisham)	0	7	6
Anonymous (Post-mark London, N.W.)	0	0	6
Anonymous (Castlepollard)	0	0	6
Anonymous (Post-mark London, S.W.)	0	1	0
Anonymous (Post-mark London, W.)	0	0	6
Anonymous (Saxmundham)	2	0	0
Anonymous ("Cartias")	5	0	0
Anonymous Postage-stamps (London, S.E. Post-mark)	0	5	0
ALDEN.—H.M.S. *Tourmaline* (Collected on board by the Rev. James Payton, B.A., Chaplain)	3	16	8
ALDEBURGH. — Collection in Parish Church after Sermon, by the Rev. H. Thompson, B.A. (per Mr. G. Kersey, Hon. Agent)	3	10	3
BARNSTAPLE. — Part proceeds of Collection in Congregational Chapel after Sermon by the Rev. John Rutty (per Captain G. B. Pearse, Hon. Agent)	4	5	0
BELFAST.—Harbour Commissioners (per T. F. Brady, Esq., Hon. Agent-General in Ireland)	20	0	0
BRIGHTLINGSEA. — Collection in St. James's Church, after Sermon by the Rev. Arthur Pertwee, M.A., Life Gov. (per C. Collis, Esq., Hon. Agent)	5	0	0
Collection in Swedenborg Chapel, after Sermon, on Jan. 20, 1884, by the Rev. Joseph Deans (per C. Collis, Esq., Hon. Agent)	3	4	7
BURNTISLAND. — Collected in Barometer Box	0	18	9½
Do. in Box (George Hotel)	0	13	4½
Do. in Box (Miss Robertson)	0	4	8½
Ditto in Box (E. S. Coull)	0	4	4
(Per E. S. Coull, Esq., Hon. Agent.)			
CHEPSTOW.—Part of Offertory in Caldicot Church (per Rev. E. Turberville Williams, M.A., Vicar)	2	0	0
CHESTER-LE-STREET.—Collection in West Pelton Church, after Sermon by the Rev. J. Mathwin	1	0	0
Part proceeds of Collection in Beamish Church, after Sermon by the Rev. J. Crennell, M.A.	2	0	0
DEAL.—Collected in Box, per Edwin Fawn, Esq.	2	0	0
DROGHEDA. — Drogheda Steam Packet Company (per Mr. John McNamara, Hon. Agent)	5	0	0
EDINBURGH. — Lady Jane Dundas (per J. Duncan Smith, Esq., Hon. Agent)	50	0	0
GUILDFORD.—A Friend to "The Shipwrecked Mariners' Society"	0	2	6
HAMBLE. — Collection in Parish Church, after Sermon by the Rev. J. H. Cancellor, M.A. (per Mr. Robert Scovell, Hon. Agent)	3	12	6
BERWICK. — Collection in Wesleyan Chapel, after Sermon by the Rev. J. H. Hooper	2	0	0
LIMERICK.—Harbour Commissioners	10	0	0

	£	s.	d.
LIVERPOOL. — Collected in Box at Custom House, per Mr. W. G. Stewart ..	3	9	3
Contributions on account of various Vessels (per Messrs. Bahr, Behrend & Co.)....	58	11	0
LYMINGTON. — Thankoffering from a Parishioner (per Rev. B. Maturin, M.A.)	5	0	0
LYTHAM. — The Misses Hewett (per J. W. Wilding, Esq., Hon. Agent) ..	100	0	0
MARLBOROUGH. — F. W. Leybourne Popham, Esq., of Littlecote (per Edward B. Merriman, Esq.)	20	0	0
MIDDLETON-ON-THE-WOLD.—Collection at Parish Church, after Sermon by the Rev. H. D. Blanchard, M.A.....	0	19	3
MISTLEY.—Court Integrity, No. 3157, Ancient Order of Foresters (per F. M. Mauldon, Esq., Hon. Agent).....	2	0	0
NEWPORT (Mon.) — Collected in Box at Mercantile Marine Office (per Mr. Thos. Porteous).....	0	11	2
RUGBY.—Proceeds of Concert (per Miss C. A. Vicars, Hon. Agent)	16	0	0
SENNEN COVE.—Collected in Box at Mr. W. Thomas's "Little Eating House," Land's End (per Mr. W. Steed, Hon. Agent)	0	3	1
SOUTH SHIELDS.—Collecting Box on board SS. *Unity*, Captain Dixon (per Messrs. Crisp and Hails, Hon. Agents)	4	12	0
Part proceeds from a Benefit at the Circus. Proprietor, Mr. W. B. Hurmston (per Messrs. Crisp and Hails, Hon. Agents)	7	10	0
STRANRAER, N.B.—Collection in the Established Church, after Sermon by the Rev. G. P. Robertson, M.A., Stoneykirk (per Mr. J. Waters, Hon. Agent)..	13	1	7
SWANSEA. — Collection in Seamen's Church, after Sermon by the Rev. E. J. Wolfe (per Messrs. T. R. W. Mason & Co., Hon. Agents)	2	4	6
WEST HADDON.—Collection in Parish Church, after Sermon by the Rev. G. L. W. Fauquier, M.A.	2	15	10
WEST HARTLEPOOL.—Proceeds of a Coffee Supper at St. Mark's New Connexion Methodist Church (per F. Yeoman, Esq.)	1	2	3
WIVENHOE. — Reading Room (per Mr. Wm. Ham, Hon. Agent	1	0	0
LEGACIES RECEIVED:—			
Captain John Hamilton	50	0	0
Thomas Niccolls Stratford, Esq.	100	0	0
Sir W. H. Poland	50	0	0

THE YEAR, AND THE MONTHS.

1884.

[Jewish Calendar—5644-45. Mohammedan Calendar—1301-02.]

GOLDEN NUMBER—4: SOLAR CYCLE—17: DOMINICAL LETTERS —F. E.: JULIAN PERIOD—6,597: EASTER SUNDAY—APRIL 13: WHIT SUNDAY—JUNE 1: ADVENT SUNDAY—NOVEMBER 30.

THE SEASONS.

"*SPRING—Showery, flowery, bowery:*
SUMMER—Hoppy, croppy, poppy. . . . . .
AUTUMN—Wheezy, sneezy, freezy:
WINTER—Slippy, drippy, nippy."

LINES ON FRENCH CALENDAR, 1793.

SPRING, March 20, Sun enters Aries, 5 A.M. | AUTUMN, Sept. 22, Sun enters Libra, 3 P.M.
SUMMER, June 21, Sun enters Cancer, 1 A.M. | WINTER, Dec. 21, Sun enters Capricornus, 10 A.M.
The EQUINOXES—at Spring and Autumn; and the SOLSTICES—at Summer and Winter.
ECLIPSE OF THE SUN (PARTIAL)—March 27, invisible at Greenwich.
ECLIPSE OF THE MOON (TOTAL)—April 10, invisible at Greenwich:
ECLIPSE OF THE SUN (PARTIAL)—Apr. 25, invisible at Greenwich.
ECLIPSE OF THE MOON (TOTAL)—October 4, visible at Greenwich.
ECLIPSE OF THE SUN (PARTIAL)—October 18-19, invisible at Greenwich.

APRIL.

"*Month of shower and sunshine, and east wind.*"

"*When April blows his horn,*
It's good for both hay and corn."

PROVERB.

SUN.

1st DAY	Rises 5h. 36m.	Sets 6h. 31m.	15th DAY	Rises 5h. 5m.	Sets 6h. 55m.
8th DAY	Rises 5h. 20m.	Sets 6h. 43m.	22nd DAY	Rises 4h. 50m.	Sets 7h. 6m.

MOON.

2nd DAY	First Quarter	9h. 17m. P.M.	18th DAY	Last Quarter	3h. 55m. P.M.
10th DAY	Full Moon	11h. 44m. A.M.	25th DAY	New Moon	2h. 5m. P.M.

IN APOGEE, 13th DAY ... 7 P.M. IN PERIGEE, 26th DAY ... 9 A.M.

MAY.

"*Then came fair May, the fayrest mayd on ground,*
Deckt all with dainties of her season's pryde,
And throwing flowres out of her lap around."

SPENSER.

SUN.

1st DAY	Rises 4h. 33m.	Sets 7h. 21m.	15th DAY	Rises 4h. 9m.	Sets 7h. 43m.
8th DAY	Rises 4h. 20m.	Sets 7h. 32m.	22nd DAY	Rises 4h. 0m.	Sets 7h. 53m.

MOON.

2nd DAY	First Quarter	6h. 8m. A.M.	18th DAY	Last Quarter	4h. 54m. A.M.
10th DAY	Full Moon	4h. 8m. A.M.	24th DAY	New Moon	10h. 37m. P.M.
	31st Day	First Quarter	4h. 56m. P.M.		

IN APOGEE, 11th DAY ... 0 A.M. IN PERIGEE, 24th DAY ... 7 P.M.

JUNE.

"*The leafy month of June.*"

COLERIDGE.

SUN.

1st DAY	Rises 3h. 50m.	Sets 8h. 5m.	15th Day	Rises 3h. 44m.	Sets 8h. 16m.
8th DAY	Rises 3h. 46m.	Sets 8h. 12m.	22nd DAY	Rises 3h. 45m.	Sets 8h. 19m.

MOON.

8th DAY	Full Moon	7h. 49m. P.M.	23rd DAY	New Moon	5h. 33m. A.M.
16th DAY	Last Quarter	2h. 34m. P.M.	30th DAY	First Quarter	6h. 15m. A.M.

IN APOGEE, 7th DAY, 3 A.M. IN PERIGEE, 22nd DAY, 4 A.M.

FRONTISPIECE.—"The Shipwrecked Mariner."—JULY, 1884.

NEARING HOME.

No. CXXIII. VOL. XXXI.

THE SHIPWRECKED MARINER

"There is Sorrow on the Sea."

Quarterly Maritime Magazine.

JULY, 1884.

Published under the Auspices of "The Shipwrecked Mariners' Society."

YARNS BY AN OLD TAR.

III.

IT was Saturday night at sea; four bells had struck, and both port and starboard watches were mustered round their customary two bottles of grog to drink the weekly toast, "Sweethearts and wives," and to spend the two hours of the second dog-watch in songs and yarns, some of which we may take for granted were pretty tough. I was a boy at the time of which I speak, about thirteen years of age, and I belonged to the port, or mate's watch, and with me were twelve A.B.'s, and three other boys. We youngsters were not allowed to join in the conversation, and were expected to be content with the smell of the grog, served out in a broken wine-glass, once filled for each member of the crew.

We were homeward-bound, and the conversation was principally upon what each would do when he got on shore, with, at the very least, fifteen months' pay in his pocket, when eight bells struck quite unexpectedly. Sou'-westers and oil-skins were lugged out from all

kinds of holes and corners, and each one prepared himself as best he could for a dirty night.

It was blowing hard from the north-east, with lightning and rain, and the ship could barely carry her main-topgallant sail; so we stationed ourselves in readiness to clew it up as soon as the order was given.

I was standing by the halliards, and near me was a boy who had stowed himself away when the ship sailed from Liverpool, and, having been found in a crate, was christened "Straw;" I never knew his other name. He was a very good-hearted fellow, and a general favourite. We were quite silent for at least half an hour, with our heads as low under the collars of our coats as possible, for protection from the driving rain and spray, when Straw remarked, "Blows hard, Bill?"

"Yes, it does, Straw," I replied; "and what do you think of the sea?"

"I don't so much mind it; but oh, Bill, I wish I had not run away, or that I had told my poor mother that I was going; then I could be happy!"

I was trying to cheer up Straw a bit, when the order "Clew the main-topgallant sail up!" was given; and, after letting fly the halliards, I assisted with the lee clewline, and then jumped on the weather-sail, in answer to the order, "Lie aft and *furl* it." I was the last in the rigging, and, the boatswain having given me an earing to carry, the other three were on the yard when I was half-way up the topmast rigging, and I heard Straw cry out, "Haul up the port clew-line." I passed the words along, and then went on.

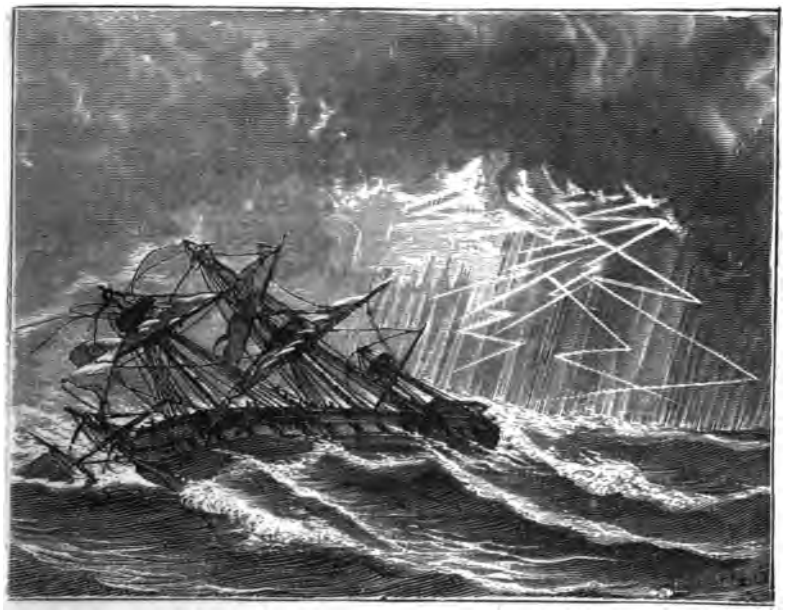
It was raining a perfect deluge, and the wind made it impossible to hear or see any distance. We had several flashes of lightning, but nothing particularly bad; and I believe we were all intent upon the work in hand, when, in an instant, I was surrounded by a most intense and painful light, that blinded me entirely, accompanied by a suffocating smell of sulphur and the most fearful crash of thunder I ever heard. For several minutes I clung to the topgallant rigging, nearly insensible, and feeling totally blind. The cold rain, however, tended to restore me, and I began at length to descend. When I reached the top, I laid down and burst into a flood of tears, for I thought my sight was wholly gone and I should never see again.

I heard the mate hailing, but could not reply; and in a short time the boatswain passed over the toprim, followed by two other men. They stowed the sail in silence, and were coming down the rigging when I called out to them.

"Is that you, Bill?" said the boatswain.

"Yes, Aleck," I replied, "and I am blind. But where are Straw, and Harry, and Jim?"

He made no reply, but taking me in his arms, lowered me over the toprim to one of the men below, and assisted me on deck and into the



STRUCK BY LIGHTNING.

cabin, where, to my great relief, I found I could see the light of the lamp, and in about an hour my sight was quite restored.

The hands were called, and topsails double-reefed, but the gale increased to such an extent we were obliged to round to.

All we ever saw of the remains of the three men that went up with me was small bits of clothing sticking to the rigging; and I believed, at the time, they had been totally destroyed in the twinkling of an eye. The lightning first struck the topgallant tye, and ran along the jack-

stays under the bodies of the men, split the topmast-head, and passed down the topsail tye—at least, those were the only parts of the rigging touched.

We duly arrived at St. Helena, and reported the ship struck by lightning off the Cape, and three men killed.

I tried my best afterwards to trace poor Straw's friends, but unfortunately without success; and I question very much if they ever heard of his death.

D.

THE SAILOR LAD.

THE sailor lad lies sleeping there,
Under the wave!
What lad so hearty, and so true,
As he, the darling of the crew,
What lad so brave?

It was but yester-morn he climbed
Up yonder mast,
Then sudden fell—no hand can save
Or snatch him from a watery grave,
He sinks at last!

The sea roars out in agony
To see him die!
The winds wail o'er him, whilst the surge
Lifts up its voice, in funeral dirge
Rending the sky.

Hush! hush! he sleeps, perhaps beholds
Our faces sad;
Then, casting round one look of love,
His spirit soars to realms above—
The sailor lad!

F. C.

GREAT GALES.

(By a Fellow of the Royal Meteorological Society.)

"Poor naked wretches, wheresoe'er you are,
That bide the pelting of this pitiless storm,
How shall your houseless heads and unfed sides,
Your looped and windowed raggedness defend you
From seasons such as these? O! I have ta'en
Too little care of this. Take physic Pomp;
Expose thyself to feel what wretches feel;
That thou mayest shake the superflex to them,
And show the heavens more just."

Shakespeare.

XI.

(*Continued from page* 94.)

FOR the years immediately succeeding that already dealt with (1810), the following interesting particulars may now be recorded:—

1811. March. Two storms were experienced in the neighbourhood of the Mauritius, between the 5th and 21st of this month. H.M. ships *Astræa*, *Racehorse*, *Phœbe*, *Nisus*, and *Eclipse* felt these gales, and from the logs of these ships the tracks of the storms were clearly made out (that is, from N.E. to S.W.), while the direction of the wind was first felt from the southward of east, and ended at the northward of west.*

* See Thom, on "The Nature and Course of Storms in the Indian Ocean, S. of the Equator." London: 1845. Also Reid, on "Law of Storms."

October. The early part of this month is stated to have been very tempestuous over the British Isles, and especially so on the Devon and Cornish coasts. There was a high wind at Bristol on 4th and 5th; it was stormy in London on 5th.

1812. Feb. 22. A storm, described as "violent," was felt in the southern part of this country. Details are wanting, but we learn that the *Diana* frigate, then at Plymouth, struck her yards. On that occasion a man fell overboard, and a gallant young midshipman jumped over and rescued the man, for which act he was promoted to be lieutenant.

Oct. 26. Tremendous gale; eight vessels were driven ashore near Yarmouth.*

1813. Feb. A high wind completely demolished the Conventual Church at Gorleston, near Great Yarmouth. On 18th Gorleston steeple (about 100 ft. high), which stood near the haven's mouth (Yare), as an immemorial sea-mark, was blown down in a gale. (Crisp.)

July 26. A great storm occurred in the West Indies. There was sad havoc at Nassau (New Providence, Bahamas); one-third of the houses was levelled to the ground. At St. George's (south of Georgia, U.S.A.), the destruction of property was estimated at £200,000, and out of fifty-eight vessels, only five rode out the gale. This was preceded at Jamaica by a heavy fall of rain, then a shock of earthquake, and a gale from N.W. to S.E. Twelve ships were destroyed in harbour. At Martinique, forty-two vessels were stranded, and the hospital and barracks destroyed.

1814. Dec. 16 to 19. Gales of wind did extensive damage to shipping. The *British Queen* packet, from Ostend to London, was wrecked on the Goodwin Sands; the crew and passengers were lost.

The storm visited every part of the three kingdoms, and the accounts presented a melancholy picture of the ravages both by sea and land.

1815. On September 23, a great storm occurred in North America; it was called the "Boston Storm." An account of it is found in the "Quarterly Journal of Science," 1819. Prof. Farrar

* Crisp's "Chronology of Great Yarmouth."

said, when speaking of its intensity: "Its course through forests in some instances was marked almost as definitely as where trees have been cut down for a road;" and he remarked that it appeared "to have been a moving vortex, and not the rushing forward of the great body of the atmosphere." He thus seems to have caught a glimpse of the theory of rotatory storms, which was afterwards to be established by Redfield and others, since 1831. To some extent, then, 1815 was remarkable in the history of storms.

1816. Jan. 30. A gale from the south drove the transport *Seahorse* into Tramore Bay (Waterford), and 365 persons perished.

WRECKAGE AT GORLESTON.

Feb. 16. The tide on the east-coast was so high, that the sea and river met over the South Denes at Great Yarmouth. A similar event occurred in Feb. 1791, during a strong gale (see p. 16).

Aug. 31. A most tremendous gale, by which many vessels were lost, and much damage done to the shipping in general on the English coast. Also at Birmingham, Manchester, Liverpool, and other northern towns there was great damage. (Gutch.)

1817. Jan. 20. London. The barometer was down to 28·8 in., the weather stormy. At Exeter the barometer fell to 28·4 in.; (here it was blowing hard on the 19th); wind from S.E., then

shifted to S. At Plymouth a violent storm was reported, with a terrible sea pouring into the Sound. The damage to the Breakwater was £100,000. The effect on the shipping was distressing. The *Jasper* brig of war went on shore at the Batten Point, and ninety persons were drowned. The sloop *Albion* was lost with all hands. Several other vessels were lost with part of their crews, and a number stranded.

At Polperro (Cornwall) forty fishing boats were lost. The storm left the marks of its ravages at Exmouth, Dawlish, and other places, and the banks of the Exe were overflowed, and many thousand seams* of hay carried off.

Feb. 27. A violent storm of wind was felt; most in Lancashire and across the south-east of the country. Considerable damage was sustained in many places, and some damage to shipping at Ipswich and Harwich.

1818. March 4. London: barometer 29·2 inches. The wind began to blow from S. to S.W. at 8 a.m., "a perfect hurricane," which was at its greatest fury at noon; hard squalls followed till 3 or 4 p.m. Trees in St. James's Park were blown down, and the streets of the Metropolis were strewn with the fragments of chimneys and tiles; some fatal accidents occurred. The effects of this storm were very severely felt in various parts of the country, and vast damage was done to shipping on the coast.

The wind was reported as from S.E. at Great Yarmouth. Several ships were driven ashore.

There was a hurricane at the Mauritius on Feb. 28 and March 1. H.M.S. *Magicienne*, then at Port Louis, and forty other vessels, went on shore or sunk. The gale began at S.S.E., but the most violent blasts came from N.E. In September and October severe hurricanes occurred in the West Indies.

1819. The *Magicienne* encountered two hurricanes at the Mauritius —one on January 26, the other March 26 to 29; the wind from same quarter as in 1818.

1820. On March 1 there was a furious storm and high flood, which produced most devastating effects in Lynn, Marshland, and for many miles around, such as had not been experienced for forty-

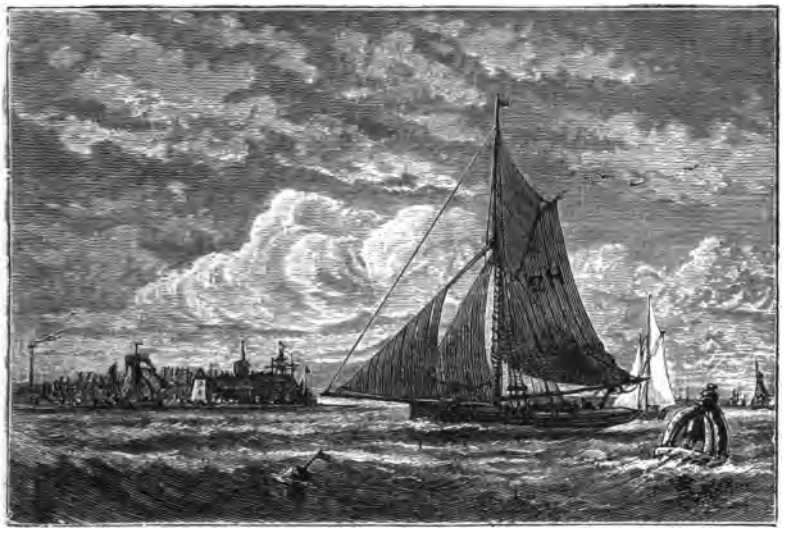
* A horse-load; Anglo-Saxon, *seam*, a load.

one years (in the memorable New Year's gale, Jan. 1, 1779). A great number of vessels were stranded off Lynn, Wells, Yarmouth, Happisburgh, &c.*

The whole of the eastern wall and window of old Buckenham Church, Norfolk, fell with a great crash during this storm. (*Gentleman's Magazine*, 1820.)

In London the barometer stood at 29 inches, the weather "stormy."

1821. Durham. Nov. 10. There was a very heavy gale from N.N.E., which continued the whole of Saturday and greater part of



OFF HARWICH.

Sunday; it occasioned a most deplorable loss of life and property. Fifteen vessels ran ashore between Hartlepool and Seaton-Carew, a distance of three miles; four were stranded at the mouth of the Tees, one foundered off Redcar with all hands, six were driven ashore near Sunderland, and four near Warkworth. Along the coasts of Yorkshire, Lincolnshire, Norfolk, Suffolk, Essex, and Kent, considerable damage was sustained. The "Great Yarmouth Chronology" says: "On

* "The Norfolk and Norwich Remembrancer and Vade Mecum." By J. MATCHETT. 1822.

November 4 a great number of vessels foundered in the roadstead, and also many came ashore near Yarmouth." *

Dec. London. There was a very low barometer recorded in London for several days after the 18th. On the 21st it was down to 29·16 inches; it rose somewhat, and then came down again to 29·14 on 23rd, when the night was stormy, but the barometer fell to 28·7 on 24th, and 28·4 on the 25th. It was the time of spring-tides when the gale came on, which caused serious inundations.

In all parts of the country, in fact, there were floods. "It was awful to see the country from Maidenhead-bridge to Chertsey; on each side of the Thames all was covered with water. Nothing was to be seen but the tops of trees—the lower part of Windsor Little Park was all covered."

The lands on both sides the Severn were flooded to a great extent. At Bristol, and other neighbouring places, the heavy rains were accompanied with violent storms of wind, thunder and lightning. The traffic of mails was interrupted.

By the overflowing of the Great Ouse, Godmanchester, near Huntingdon, had almost every house filled with water.

The fen district in Lincolnshire suffered also. The banks of the Glen and Welland were broken. The whole of that part of the country was in great alarm, and the fenmen, as was their custom for ages past, mustered their forces to avert a common danger, and many were employed in cradging or throwing up material to heighten the banks.

The disasters by sea were considerable, especially in the North Sea; and storms were very severe for several days on the coasts of the Netherlands.

There was a noteworthy shipwreck at Eastbourne on December 19,—noteworthy from the circumstances witnessed from the shore, of the wreck of a French vessel, part of the crew being engulphed, and part

* Piddington, in "The Sailor's Horn-Book," p. 23, mentions that in 1821 the breaking out of the great volcano of Eyafjeld Yokul in Iceland, which had been quiet since 1612, was followed all over Europe by dreadful storms of wind, hail, and rain; also that the barometer fell from the day before the eruption till the 26th day after. But the volcanic eruption could have had no other connection with the storms than this: what caused the atmospheric depressions favoured also the outburst of the volcano, just as fire-damp gets vent when the barometer is low.

thrown up with great violence on to the shore; the four men saved were most tenderly cared for.

There do not appear to have been any records of heavy gales experienced in the British Isles earlier in the year 1821 than those just given; but we must here retrace our steps for a little in order to take a brief review of those facts which led to what is now accepted as the true law of storms, that is, the law of rotation and progression (the causes of the origin of storms being still undetermined to some extent).

The honour of having fully investigated the theory of rotatory storms is accorded to Mr. W. Redfield, of New York. He showed that hurricanes are whirlwinds revolving round an axis, and moving progressively in a determined path of some hundreds or even thousands of miles.

As the design and scope of our work compel us to avoid minute detail, we can take only a cursory glance of what has been recorded of the chief workers in the development of the law of storms.

Till a very recent time, hurricanes were generally regarded as currents of air travelling at a great speed in a straight line. At a very early period, however, there were associated in men's experience

"The whirlwinds with the storms,"

But the whirlwinds of the old writers were chiefly such as were observed in a very limited area, giving a whirling motion to dust or sand on land, and producing waterspouts at sea.

The earliest accounts of storms regarded as whirlwinds, spread over a large area, are given by Captain Langford, in a paper, (Philosophical Transactions, 1698) on West Indian hurricanes, which he called "whirlwinds," and stated that they begin at N.W. and ended at S.E. He described the veering of the wind, and remarked, "That from N.N.E. to E.S.E. the easterly wind blows freshest, so does the W.N.W. to S.S.W. in the hurricane blow most violently."

Then, in 1801, Colonel Capper, in a work on winds and monsoons, speaks of hurricanes in the East Indies, and arrives at the conclusion that they are whirlwinds, and adds, that if a ship at sea experiences sudden and violent changes, that she is near the vortex of the whirlwind, but if the wind continues for some length of time from

the same point and the changes are gradual, then she may be near the extremity.

Captain Horsburgh, a noted hydrographer, spoke of the typhoons in the China Sea as being rotatory.*

Also, in 1815, as already shown, Prof. Farrar spoke of a "moving vortex," but up to this time nothing had been clearly made out except the whirling motion of storms.†

In 1821 a hurricane occurred in the West Indies, and on the N. American coast in September. The earliest trace of it was off Turk's Islands, in the West Indies, on Sept. 1. On Sept. 3 it was severe off the North Carolina coast, and then passed northward, the general course from Cape Hatteras being from S.S.W. to N.N.W.

One remarkable fact is recorded, viz., "that in the States of Massachusetts and Connecticut, the trees were blown down on the eastern portion of those States with their heads to the north-west; whilst those on the western portion were prostrated with their heads to the south-east." This proves that when the revolving storm had reached those States, which it did towards the night of Sept. 3, the direction of the wind was from S.E. on the eastern parts of those States, and from the N.W. on their western boundaries.

The storm raged with great fury about 5 p.m. at New York, and was felt, though not severely, at 10 p.m. at Boston. Beyond that point the gale was not traced, but it does not appear to have crossed the Atlantic.

An article in the *Philosophical Magazine*, vol. xviii., shows that while Redfield was prosecuting his earlier labours in America, in collecting observations, a quite independent inquiry was going on in Germany. After a long period of stormy weather, the barometer on Dec. 24, 1821, fell so low in Europe that the attention of meteorologists was strongly drawn to the circumstance. Professor Brande obtained the registers of the barometric readings from various places, and came to the conclusion that, during the storms, the wind blew from all points

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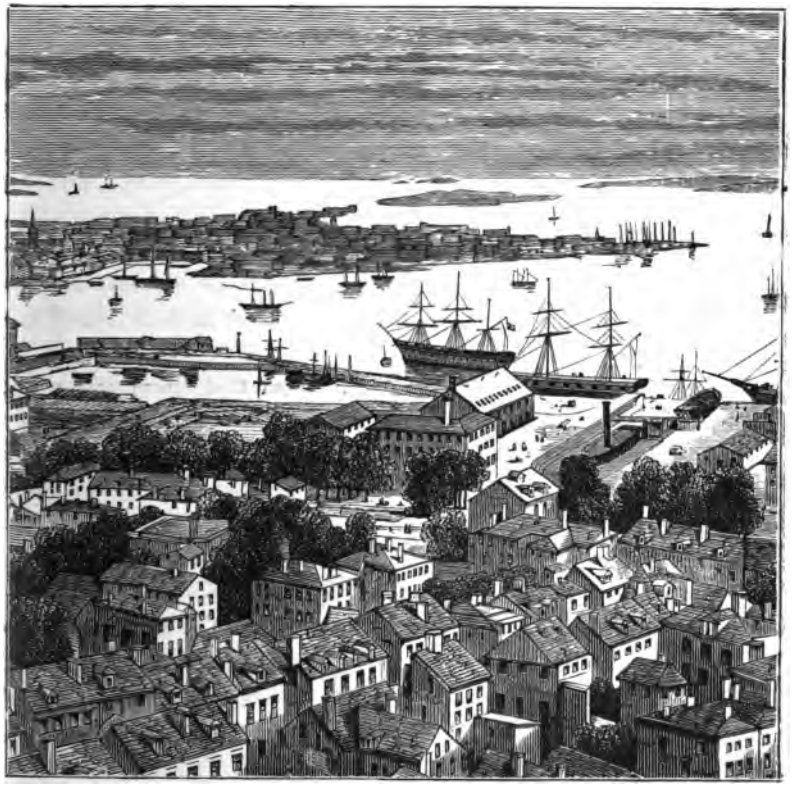
* "Horsburgh's Directions for Sailing to the East Indies."

† Piddington mentions that Dr. Franklin had shown in 1760 that the N.E. storms of the American coast came from the S.W., but did not prosecute the inquiry further; also that (1806) Romme, a French author of "Tableaux des Vents des Marées et des Courans," describes the typhoon of the China Seas about the Gulf of Tonkin, as a "tourbillon" (whirlwind.)

of the compass towards a central space where the barometer at the time was lowest. Professor Dové, of Berlin, disputed this, and subjecting the observations collected by Brande, in connection with other information, to a new examination, suggested the hypothesis that the phenomena were caused by one or more great rotatory air-currents or whirlwinds advancing from the south-west to north-east.



BOSTON, FROM BUNKER'S HILL.

Such, in brief, were the circumstances which render 1821 a notable year in the history of storms.

1822. Oct. 13. In London the barometer fell to 29·4 inches, the weather "stormy."

At Brighton the whole of the apparatus for the erection of a new chain pier gave way, and the piles were broken into fragments by the waves

At Margate, 14th, a vessel was wrecked at the Nayland Bank, crew saved; another sank in the Roads, and all hands were lost.

The *Ranger* Revenue cutter was lost off Hasborough Sands (Norfolk coast) on 18th; the crew drowned.

Seven or eight vessels went ashore near Winterton, and the greater part of the crews perished. Two brigs foundered in the Humber, off Cleethorpes, on 15th, in a tremendous squall, and the crews were drowned.

On the Norfolk coast the bodies of thirty men and twenty boys were cast ashore; also much wreck washed on the shore.

Dec. 5 and 6. At Liverpool severe gales were experienced, and there was loss of life. Nearly 20 vessels were driven ashore. The Ellesmere and Runcorn steam packet was run aground, and nine persons perished.

At Manchester a great number of newly-built houses were blown down. In Shrewsbury and around there was very general damage. The violence of the storm upset the Holyhead mail in the Principality.

1823. Nov. 8. Deal. The reports stated that there was a very heavy gale from N.N.E., and wreck was being washed on shore. A vessel foundered on North Sand Head; a number of vessels in the Downs lost anchors and chains. A brig, with all hands, was totally lost at Sherringham, Norfolk, and another at Cromer, with the exception of two of the crew.

Several vessels were lost in the Norfolk and Suffolk coast; five were ashore near Blakeney, eleven at Wells, four at Yarmouth. Sixteen were ashore in the Humber, and there were several other disasters.

The books at Lloyd's showed a more extensive list of casualties than for many years previous.

Nov. 30 and Dec. 1. Limerick. "It blew dreadful hurricanes, which were accompanied with thunder and lightning, and the whole of the vessels bound for London and Liverpool were forced to put back."

At Cardiff during the whole night of Dec. 2 it blew a hurricane.

Portsmouth. 3rd. Several vessels lost anchors and cables, and one was driven ashore at Kettlebottom Sand. At Sheerness vessels broke from their anchors. The *Nore* lightship broke from her moorings, and lost her windlass.

1824. On Nov. 19 and 20 a fearful storm was experienced in Russia, accompanied with an inundation of the Neva, and the consequent disasters were frightful.

The weather was reported "stormy" in London, on 18th, with the barometer at 29·5 inches, but on the 23rd it was down to 28·5.

The depression, which had such fearful results on the Continent, was supposed to have originated on the coasts of England and Holland, and that it travelled eastwards, causing dreadful shipwrecks on the coast of Jutland, and, passing on to Sweden, prostrating whole forests; but the effects of the depression of the 23rd were really the more severe in England.

At Portsmouth ships foundered in every direction.

The accounts from Plymouth were very distressing; the ships in the sound were driven from their anchorage, went foul of each other, or drifted on the rocks. Along the Devonshire coast the desolation on the shore was of the most melancholy description.

Wrecks, wrecks everywhere, and every creek or inlet was the scene of unparalleled destruction.

In Deadman's Bay, in a space of 300 yards, sixteen fine merchantmen lay in one vast ruin crowded.

Chiswell, Portland Isle, suffered terribly, for twenty men, women, and children were found dead, and 200 were rendered homeless and destitute.

The accounts from Weymouth, Hastings, Dover, Margate, and other places were of the same appalling nature.

This appears to have been one of those storms which now and again prove so fatal to human life, and it may in truth be said—

"The angel of death spread his wings on the blast."

S. H. M.

THE FISHERMAN'S LAST CRUISE.*

"A north-easter in the German Ocean must and will blow itself out."
THE PILOT.

WE take it for granted that all who are conversant with the eastern coast of Lincolnshire must also be acquainted with the hamlet of Cleethorp—a place in some little local repute, from its being the resort of visitors and invalids during the summer months, who sojourn there to enjoy the grateful sea-breeze, or to regain lost health by frequent bathing in the German Ocean, which washes its base. Situated immediately opposite to Spurn Point, which rises at the extremity of the Yorkshire coast, it enjoys the advantage of being within a few miles of the open sea; while, at the same time, it commands an interesting view of the Humber Roads, commonly filled with vessels of every describable character—from the Baltic timberman to the stately Indiaman, and from the red-sailed fishing smack to the splendid steamer. But, at the time when our tale opens, such a thing as a steamer was unheard of—unthought of—unknown. Had the sober Hull-man then been told that, within another short generation, his port would be frequented by scores of noble vessels, making their voyages with unequalled regularity without the aid of sails, and in opposition to both wind and tide—had he been told this, I say—he would have

* A tale of the German Ocean, by GAFT TOPSAIL; from "*The Sea Pie.*" Published on behalf of "THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY." London: Simpkin, Marshall & Co. 1842.

stared, shook his head, doubted the sanity of the speaker, and, finally, with true Yorkshire shrewdness, have guessed that he never knew a bird to fly without wings!

But to resume, or rather commence, our story. Toward the conclusion of the last century, there resided in this said hamlet an old fisherman, by name Anderson—so old, indeed, that many, whose own heads were beginning to be sprinkled with grey, averred that, when *they* were boys, he was known as "Old Anderson." Whence he came, no one could tell; but all agreed there had always been something darkly mysterious in his whole life, which none could fathom. Children he had none; indeed he himself had been heard to say, that all who could in any degree claim affinity to him were in the silent tomb—save one, and that was a grandchild, who, from infancy, had dwelled with him, and who had now just completed her twentieth year.

Sprightly as a Hebe, with bright, glossy tresses, of raven's hue, that served the more strongly to impart a most intellectual expression to her countenance, Ellen Anderson moved among the little community by which she was surrounded as a being of an altogether superior nature. Superior accomplishments she did possess; for, with the entire consent of her grandsire, she had been taught, in the worthy rector's family, many of those graceful feminine acquirements, which seemed properly to belong to her, so readily, and as it were intuitively did she learn them. We have stated that, for many years, her grandfather ostensibly followed the occupation of a fisherman, residing in a small cottage on the very edge of one of the small cliffs in the vicinity, and which is now, from the rapid retiring of the sea, standing comparatively inland. But when old age began to press heavily upon him, he discontinued pursuing his calling, and from that time lived still more retired. But his neighbours failed not to remark, that although it was impossible for him to have saved sufficient to support him from the profits of a fisherman's vocation, which merely afforded a bare subsistence, yet his comforts seemed rather to have increased than diminished since his retirement. Whence, then, the fund was derived that supported him and his grandchild, none could tell but himself; and whenever one more interested or gifted with a greater degree of inquisitiveness than his fellows attempted to sound the old man, the subject was always skilfully evaded, or the questioner

had to depart without having elicited an answer, by which he could in the slightest degree draw an inference in aid of the solution to the enigma he so earnestly desired to hear explained. Year after year were these seekers after truth baffled in their endeavours, until at length one after another they gave it up in despair; all agreeing that, unless some "cute Yankee" should assist them, they would have to wait patiently the old man's decease, when they wisely opined it *must* then come to light.

As might naturally have been expected, Ellen Anderson had many suitors; but although her beauty had attracted much notice among the visitors to the place, the pretty brunette's heart was irrevocably given to one Thomas Fairblow, a handsome and intelligent young man, better known among his brother fishermen as "Tom Fearnought"—a name bestowed upon him from the great daring and almost proverbial courage he displayed in all matters of danger connected with the boisterous element on which they gained their precarious subsistence. Possessed of immense personal strength, and a frank and courteous demeanour, combined with a degree of intelligence and general knowledge far beyond what was usual in his class, it was not to be wondered that he easily induced both the object of his addresses and her aged guardian to consent to her union with him in the ensuing spring; by which time he hoped to have realised, by his industry, a sufficient sum to enable them to live comfortably and happily in their native village.

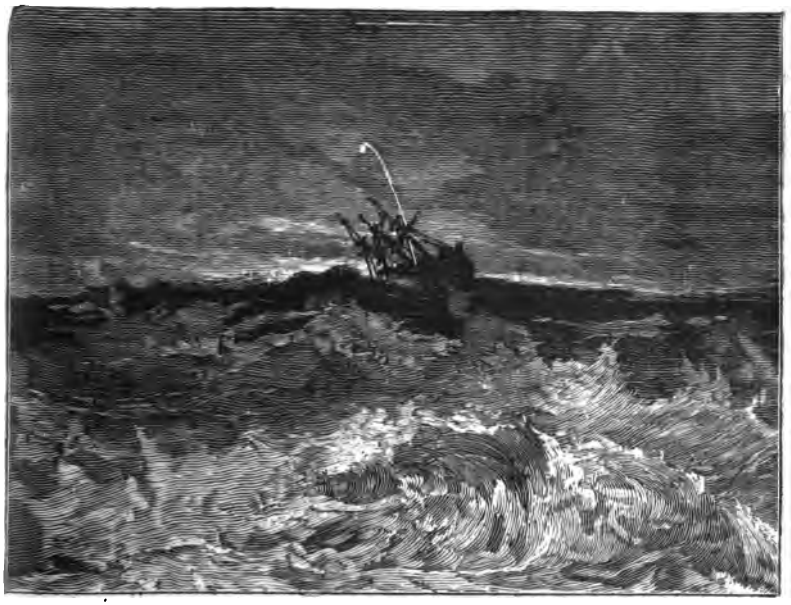
The spring arrived, the day for their nuptials was chosen, and every preparation was made. Tom had arranged to sail on his last voyage, previous to marriage, on the third day preceding: but, on the morning of that day, a brisk gale had set in; and although somewhat abated by the afternoon, it had left a heavy swell, joined to the probability of suddenly returning with redoubled violence.

A group was collected on the beach, composed of fishermen and a few stragglers; many of the former were standing by their boats, debating as to the practicability of their being able to start for the fishing-station—which many, as well as Tom, had intended to reach that evening.

All doubt and indecision, however, were soon at an end, for the gale returned with redoubled violence; and, in a couple of hours, the sea was lashing along the shore, surmounted with crests of foam:

while, far as the eye could reach, all was in a state of terrible commotion, that boded fearful risk to the mariner who should dare to brave its power.

"Woe betide the inward-bound that are caught in such a gale as this!" observed an elderly fisherman, who had just joined those already assembled, bringing with him a large telescope. "I should na' wonder at a couple o' pair colliers being on the Binks yonder by daybreak," continued he, adjusting the glass to its proper focus as he spoke, in order to view the place he mentioned. Hardly had his eye



DOOMED.

rested on it ere he hastily lowered it; and, uttering an exclamation of surprise, informed those around him that a vessel was actually already on the Binks.

"Are ye sure o' that, man?" observed one of them. "Better take another look."

He did so, and, after a longer gaze, declared her to be a full-rigged ship, with her fore and main-topmast carried away, and a signal of distress hoisted on the peak of her mizen.

The news spread rapidly through the groups that a ship was on

the Stony Binks.* More glasses were called into request, and passed rapidly from hand to hand. Little was said, however, among the greater part, for all knew her case to be hopeless.

One old man, after viewing her, remarked—"Many a long year I've known that hard berth, and some scores of brave craft, of all rates, have I seen to hoist their Jack wrong end uppermost above them; but I never remember one being got off with three of her timbers hanging together when she was fairly jammed like yon. I'll warrant the stones are through and through her bottom by this time."

"Ay," chimed another; "and it strikes me that her crew will stand but a poor chance of ever putting eyes on their port again; for they'll have enough to do to save themselves, at Spurn, without minding others."

To this remark many assented, urging the utter impossibility of any boat from the shore saving her devoted crew. One old fisherman alone held an opposite opinion. He plainly told them that he had known the time when men, like them, would not have stood idly by to see their fellow-men perish, but have hazarded all to save them.

Foremost among his listeners stood Tom Fearnought, who was gazing anxiously and thoughtfully towards the vessel. Turning to him, the old man said, "Will you do nothing, Tom? I think I have known the day when you would have sprung your luff on such a time as this."

"Why, don't you know he's going to be spliced on Thursday; so

* It may not be deemed superfluous, by those unacquainted with the locality, to mention, that the "Stony Binks" are a low ledge of rocks, about half a mile from Spurn Point, on the Yorkshire coast, and nearly seven from the scene of this tale. They are very aptly termed "Stony;" for the pilots and fishermen assert, that they are precisely similar to a pavement composed of large, rough stones, only that the Binks are immovably fixed, irregular and uneven, and many of the stones are sharp and angular, projecting to some feet in height. They are sometimes partly bare at neap-tides. As mentioned in the text, a vessel was never known to be ultimately saved when once driven on them. Many awful, heart-thrilling legends are told of these rocks, the death-bed of many a gallant ship. One especially, of which several eye-witnesses are now living, took place some twelve or fifteen years ago, and is terrible in the extreme. Blame appears, in this instance, to be attached to one party. The writer may add that he himself was witness to the total destruction of a fine brig on the Binks, in the autumn of 1841.

how can you expect him, in reason, to be willing to spoil his ruffles beforehand?"

This reply was uttered by one of those malevolent spirits who are unfortunately but too generally to be found in all societies: but it had its effect on Tom; for when the low laugh, caused by this heartless levity, had subsided, he, with a flushed brow, hastily, yet firmly, announced his determination to launch to the rescue. Many now earnestly endeavoured to dissuade him, for nearly all declared the impracticability and madness of such an attempt.

"Where would ye find a boat, Tom, between here and the Land's End, that would float in such a sea for a quarter of an hour?" asked one.

"Where?" answered the resolute young seaman; "why, my own light little craft to be sure: and, with this wind, I can run them aboard in an hour."

The smack he mentioned lay on the beach; and, leaping on board, he commenced making several necessary preparations. The brave old man who first suggested the enterprise, volunteered to accompany him; and they together trimmed the little vessel for the desperate adventure. All being ready, their comrades, at their earnest solicitation, with united strength, launched her onward; and when she reached the edge of the boiling surf her mainsail was hoisted, double-reefed, and, bowing down, she struggled heavily through the raging waves. For some few minutes she scarcely advanced; but on her crew suffering her sail to lift, and bringing her more by the wind, she at length shot ahead, and bore gallantly forward, until, by a sudden shift of the wind, she broached to; and, becoming perfectly unmanageable, drifted some way lower down, and was driven violently on shore.

"Ye'll not now think of rushing on your own ruin, Tom?" said one of the spectators. "I'm sure it's a merciful warning to escape in this way, and I hope ye'll take it."

"No!" answered Tom. "In the name, and with the help of God, I'll yet try once more."

"Never be so stupid, man! You can't save them; and your boat's already nearly shattered to pieces."

"There's not a tree-nail in her started!" replied the noble-minded fisherman; "and while she can float, it shall never be said of Tom

Fearnought that he saw his fellow-beings perish without bearing a hand to their rescue!"

"Then go, and get a fool's reward," muttered the other, stalking off in high dudgeon.

But, with his whole heart and mind bent on his heroic purpose,

DISCONSOLATE.

Tom neither heeded him nor the remonstrances of others; but, with his faithful companion, caused himself to be again launched.

"Tom's last cruise will soon be up," observed an old man, with a prophetic shake of the head; for he'll ne'er return alive."

Nothing further was said; for, almost the instant the small

surface of the lug-sail was again bared to the storm, a shriek—that thrilled through the hearts of all present, rude as they were—rose loud above the tempest's roar, and the next moment Ellen Anderson broke through the throng, wildly but pathetically calling on her lover to desist from his mad enterprise. But too late came the warm-hearted girl. The little bark was already tossing and running before the gale, and Tom was instantly borne beyond the sound of her voice, though he could yet perceive her frantic gesticulations. Perhaps, at this moment, had it been in his power, he would have put back; but it was not: and the last sight he beheld on the shore, as he waved his last adieu, was that loved one falling down insensible on the beach, and being conveyed away by her friends from the distressing scene.

Brief and sad is now my tale, and in few words may it be told. Within three hours, the mangled and stiffened corpse of the dauntless Tom Fearnought was lying on the beach. Too soon did the poor girl learn the end of her affianced lover; and, from that fatal hour, she became a raving maniac; and three short weeks saw her laid by his side in the village churchyard. Her aged grandfather, bowed down by the weight of years and infirmity, was unable to sustain this heavy affliction, and downfall of his fondest and long-cherished hopes. His mainstay, as the narrator expressed it to me, was carried away, and the few remaining shrouds, that served to bind him to life, snapped one after another; and the friendless old man soon followed them, it is to be hoped, to a brighter and a better world.

And here let the moralist comment, as he chooses, on the mutability and fallacy of all human expectations: I leave my reader to draw his own inferences, and hasten to conclude my legend.

A smothered fire burns the more keenly when it obtains air to feed upon; and, accordingly, no sooner had his body been committed to the grave, than his neighbours proceeded to gratify the violent longings of their long-damped curiosity; and, headed by one of the self-important village functionaries, began a careful search through the cottage of the deceased for any document by which they might discover who he was and whence he came.

Nor were their exertions entirely useless; for, in an antique cabinet, an ancient and valuable family seal and locket, both engraved with the initials "F. H." were found; and, in another

part, several memoranda and private documents, which entirely convinced those assembled, to their infinite astonishment, that the deceased fisherman was no other than the famous and once powerful Count Ferdinand D'Honori!

THE WRECK.

IT comes! the dire catastrophe draws near,
Lashed furious on by Destiny severe:
The ship hangs hovering on the verge of death,
Hell yawns, rocks rise, and breakers roar beneath!
In vain the cords and axes were prepared,
For every wave now smites the quivering yard;
High o'er the ship they throw a dreadful shade,
Then on her burst in terrible cascade;
Across the foundered deck o'erwhelming roar,
And foaming, swelling, bound upon the shore.
Swift up the mountain billow now she flies,
Her shattered top half buried in the skies;
Borne o'er a latent reef the hull impends,
Then thundering on the marble crags descends;
Her ponderous bulk the dire concussion feels,
And o'er upheaving surges wounded reels—
Again she plunges! hark! a second shock
Bilges the splitting vessel on the rock.
Down on the vale of death, with dismal cries,
The fated victims, shuddering, cast their eyes
In wild despair: while yet another stroke
With strong convulsion rends the solid oak;
Ah! heaven!—behold her crashing ribs divide,
She loosens, parts, and spreads in ruin o'er the tide.

FALCONER.

THE SEA AND ITS PERILS.

"Oh, many a bark, to that breast grappled fast,
Has gone down to the fearful and fathomless grave;
Again, crash'd together the keel and the mast,
To be seen tost aloft in the glee of the wave!"

SCHILLER.

WRECK INQUIRIES.*

IN the course of the discussion of the Merchant Shipping Bill many persons must have asked, "What book states the present law as to wreck inquiries? Where is full information to be found as to the origin and growth of the legislation which Mr. Chamberlain proposes to modify and extend?" A candid reply to these inquiries would be that no one book contains this information; that it must be painfully sought in a multitude of Parliamentary papers, references, and authorities; and that no author, even in this prolific age of legal literature, has adequately treated of the practice of one of the most important of recently-created tribunals. A volume on "Wreck Inquiries," by Mr. Murton, Solicitor of the Board of Trade, has, therefore, appeared most opportunely.

Lord Blackburn and Mr. Justice Mellor some years ago complained of the extreme difficulty in determining the exact jurisdiction of Courts of formal investigation in the United Kingdom, and since that time the enlarged jurisdiction conferred by the Merchant Shipping Act of

* From "*The Times*," on "Wreck Inquiries; or, The Law and Practice relating to Investigations in Shipping Casualties." By WALTER MURTON, Solicitor of the Board of Trade. London: Stevens & Son.

1876 and other changes have increased the complexity of the subject. Few are aware of the rate at which these inquiries are increasing. Mr. Murton mentions incidentally that the average annual number of inquiries down to the year 1872 was 39, while in the year 1883 there were no fewer than 256 wreck inquiries, together with 72 inquiries into incompetency or misconduct of certificated officers. The strong probability is that, whatever changes may be in store for the tribunal intrusted with the task of enforcing the present laws, these inquiries will, in some form or other, increase. In fact, the figures which we have cited furnish no adequate criterion of the importance of the matter dealt with in this volume, inasmuch as naval courts exist in our Colonies, and a multitude of Acts and ordinances relating to shipping casualties are there in force. In face of these facts, Mr. Murton has no need to explain why his book has appeared; the mysterious circumstance is that not until 1884 should have been published a work of a kind of which practitioners and many shipowners have long experienced the want. But it appears at a time when it is peculiarly welcome; and it is a matter for congratulation that the subject has been taken in hand by one who, from his position, possesses probably greater practical knowledge of its legal bearings than any other person living. It is impossible to overrate the difference between a legal volume written by an author who draws all he knows from books and reports, and one which is, as this volume is, the outcome of ample practical knowledge.

Most people will be surprised to learn from Mr. Murton's interesting historical introduction how recently Courts of inquiry into casualties at sea have been created. If a ship went to the bottom; if all hands were lost; if a vessel with many passengers and a large crew on board were never more heard of, it was once supposed that there was no occasion for making any public investigation. A captain might lose his ship through gross carelessness or incompetency, but unless, which rarely happened, the criminal law was set in motion against him, there was no public inquiry into his conduct. And, what was still more lamentable, no means were taken to record and utilise the experience and warnings to be obtained from many casualties. Accordingly, year after year, ships were lost from spontaneous combustion of coal, or the ignition in their holds of inflammable gases from lack of ventilation, or from defective modes of stowage, and the lesson of countless disasters appeared to be wholly thrown away upon those who ought to have taken it to heart. Those who try to make a point against Mr. Chamberlain's Bill by talking of the good old times in ship-owning, forget that the times which we are invited to admire had drawbacks which in these days could not be tolerated.

In the very interesting historical narrative which Mr. Murton prefaces to his volume, he traces the origin of the present system of investigation to the labours of the Select Committee appointed by the House of Commons in the year 1836 to inquire into the causes of shipwrecks. The state of things which was then revealed was lamentable, and it might be advisable for those who are constantly talking about the decay in the virtues of English seamen to consult the record in Mr. Murton's book of the scandalous condition of things before that date. Our merchant captains, to do them justice, are acquainted with the use of the chronometer and other nautical instruments, and are, as a rule, competent to ascertain the positions of their ships, which is more than can be said of many of their predecessors forty years ago. We do not now hear of mere lads getting the command of ships, and it is rare, indeed, to learn of cases of English ships being found hundreds of miles out of their reckoning, or of their being wrecked on a coast from which their masters believed themselves to be hundreds of miles distant. In the Wreck Commissioner's Court occasionally come to light instances of drunkenness on shipboard. But they are rare; whereas we have it in evidence that before the present system of inquiries was instituted intemperance of the grossest character prevailed on shipboard, and that vessels were often lost through the men getting access to the spirit casks.

In this book, which contains much more than purely legal information, are some valuable facts taken from Parliamentary papers presented in 1848, and no impartial person can read them without being convinced that from some cause or other the intelligence and efficiency of the officers in the mercantile marine have greatly increased. The statistics which Mr. Murton cites conclusively establish this. It is clear that, taking into account the increased number of vessels and amount of tonnage afloat, life and property at sea are safer than in the good old days to which we are always referred as an argument against every new Merchant Shipping Bill. The information which Mr. Murton gives as to the early inquiries—most of which were conducted by Captain Denham—strongly confirms the view that errors of a gross character, now almost unheard of, were then often committed. It is almost impossible to conceive that a steamship with sixty passengers on board should, in these days, go to sea, as was proved in one early inquiry to have been the case, "without a sail ready to set, a lead-line to sound with, a gun to enforce a signal, nor a compass which could be steered by, the pilot having to borrow one on the eve of sailing, to steer by."

The growth of the present system has been gradual. The first important step was taken in 1846, when the Steam Navigation Act

was passed for the purpose of preventing, as far as possible, accidents in steam navigation, and for requiring sea-going ships to carry boats. The ambition of Captain Denham and those connected with the working of the Act was very limited. They desired only that the entire mercantile steam fleet, consisting as late as 1850 of about 1,100 vessels, should be inspected. But year by year, under Liberal and Conservative administrations alike, fresh measures have been taken for the constitution of local Marine Boards for the conducting of inquiries with a view to determine the question of suspending the certificates of masters and mates, and for inquiring into all serious accidents occasioning loss of life and property. Mr. Plimsoll may justly claim a large amount of credit for the efforts which he made to diminish losses at sea; and the effect of his unselfish and persevering labours is not yet completely spent. More persuasive and influential than any single person has been the knowledge that the death-rate in the mercantile service is enormously higher than in almost all other dangerous employments. So far as the large body of legislation, complex and elaborate, on this subject bears the impress of one mind, it is that of the present Permanent Secretary of the Board of Trade.

Has this legislation on the whole done good? There cannot, we believe, be a doubt as to this. Not writing with any controversial object, Mr. Murton does not record the remarkable facts as to this stated in the memorandum issued by the Board of Trade last November; but incidentally he mentions a goodly list of improvements ascribable more or less to the efforts to secure the safety of seamen, and he might have added to the list.

"Numerous appliances for saving life have been introduced into the equipment of vessels, as well as established on the coasts; a keener supervision has been exercised over the boilers and machinery of steamships and repairs: the construction and stability of ships have been repeatedly discussed and the results made public; the special dangers incident to coal, iron, grain, rice, and other cargoes have been exposed; light has been thrown upon numerous questions bearing upon the administration of the Merchant Shipping Acts by the Board of Trade; some progress, at least, has been made towards the solution of the vexed question of freeboard; the incompetency and misconduct of masters and other officers have been the subject of constant inquiry and punishment; the guarantees of their efficiency have been strengthened by the test of a public examination before a Government Board; harbours have been increased and improved; lighthouses and beacons have been erected in localities the dangers of which have been made apparent by inquiries into shipwrecks or otherwise; lightships have been established off the coasts as experience has dictated; buoys have been laid down in dangerous channels; trustworthy charts have been issued as the result of careful and continuous surveys; unsuspected errors have been discovered in published charts; elaborate sailing rules, accepted by many foreign Governments, have been formulated; and valuable safeguards for ships and crews have been made known, introduced, and adopted."

One important point is emphasised by the writer of this volume in his lucid introduction with respect to inquiries ordered by the Board

of Trade. From the outset it has been the opinion of that Department that it should not take up the position of a prosecutor. Its representatives have always been instructed not to seek to obtain what may be called a conviction. The punishment of a certificated master or mate who has erred is a secondary or incidental object of every inquiry; the main purpose is to ascertain the cause of the loss of a ship, so that it may be useful as a warning for the future. We know that this has been much criticised, and there are plenty of people who think that no inquiry without a *quasi*-criminal object should ever be instituted. We are inclined to believe that the present rule should be adhered to, notwithstanding that it is accompanied with some undoubted disadvantages. The Board of Trade preserving a judicial position, the judge is sometimes forced to assume an apparently hostile position to the persons whose conduct is under investigation; and it is just possible that in gross cases the Board of Trade might be empowered to call for forms of punishment which the Court cannot now inflict.

In examining this volume we have been struck with the thoroughness and accuracy of the information furnished by Mr. Murton. He has not merely stated the law and practice of the inquiries, not a single decision of the High Court bearing closely upon the matter having been omitted so far as we can find, but he has recognised the propriety of inserting to some extent the substance of reports of the Royal Commissions and other official documents upon which the law is based, and by which it may often be explained. If we might make a suggestion, it would be that in the next edition the author should draw more copiously than he has done from the reports of the Wreck Commissioner's decisions. They are not accessible to every one. They are now sufficient in numbers to be useful guides in considering the great majority of casualties, and we should have been glad to see some additions made to this portion of Mr. Murton's book. The fault of most legal authors is that, not having taken time to digest their subject, and not having sufficient mastery of it, they are too copious and diffuse. Mr. Murton errs, if at all, on the side of condensation and brevity. His great practical experience of the subject has perhaps induced him occasionally to condense too much the information on subjects which he assumes, perhaps too generously, other people besides himself are acquainted with. His book is one of the few legal treatises to which we should like to see an addition of some forty or fifty pages.

To those in any way professionally engaged in the conduct of wreck inquiries the work will be essential, and will save them much wearisome labour. We have no doubt that it will relieve shipowners and

masters from considerable perplexity in regard to a branch of law which, however justifiable, has not what Bentham called the virtue of cognoscibility. Every line in the book is clear, and we can recall very few legal volumes likely to satisfy more the lawyer and the layman who consult it.

THE STORMS OF THE PAST QUARTER.

THE second quarter of 1884 has been characterised by a singular absence of gales of a severe or general character, and, as a result, the number of wrecks reported on the coasts of the British Islands has been remarkably small. When we consider with what tremendous fury the wind blew on several occasions in the months of January and February last, it would almost seem as though the elements had expended their strength during the early part of the year. Now that summer has burst upon us we may probably consider ourselves pretty secure, until the autumn comes with its so-called equinoctial gales.

The first gale of the quarter occurred at the very commencement of that period, when a large and somewhat deep storm centre advanced to our south-west coasts. To the south-eastward and eastward of the depression the barometer readings increased in a very gradual manner, and the south-westerly and southerly winds on our southern coasts were, therefore, of little strength. To the north-eastward, however, the differences in pressure were far more considerable, the barometer in Norway being nearly an inch higher than in the South of Ireland; and we consequently find that in the north of Scotland and South of Norway the wind blew with the force of a gale from east to south-east. The storm, was, however, one of a rather puny description, and, although the wind in the north came from a dangerous quarter, no damage was reported on the coast. Near the centre of the barometrical depression lightning was, as usual, observed on the night of the 1st of April.

Between this time and the beginning of May the weather was very quiet. The wind blew pretty continuously from the eastward or north-eastward, and the weather was therefore cold, with a few occasional showers, but very little heavy rain. One peculiar feature, in fact, of the weather of the spring, in addition to the absence of storms, has been the unusual dryness which has been experienced in so many parts of the country. Scotland, Ireland, and the west and north of England have come in for a fair share of wet, but over our eastern and south-eastern counties the aggregate amount of rain during the

half-year ending June has been from 20 to 40 per cent. short of the average. The unfortunate farmer has, therefore, to lament over a very poor gathering of hay; and, as he looks at his grain and root crops, dismal forebodings arise that perhaps, after all, the season of 1884, which opened with a promise of good things, will do little to recoup him for the severe losses of previous years.

Before we go on to speak of the gales of May, it may be as well to give just a brief notice of the earthquake visitation which occurred on April 22. With all the ills which afflict the Briton, and excuse his proverbial grumbling, the earthquake had hitherto had little or no connection. The Englishman knew, by bitter experience, that flood might rise and tempest roar, but he had always considered that he was pretty safe from disturbances occurring beneath him. Now, however, he has learnt that, if the rain is stayed and the wind lulls, other dangers of an unseen character may be in store for him. The shock of earthquake which occurred on the morning of April 22 was more severe than any we have had in England for many years past, and the only gleam of consolation lies in the reflection that its destructive effects were confined to a comparatively small area. The counties in which it was seriously felt were Norfolk, Suffolk, Cambridge, Essex, Hertfordshire, and Middlesex, and the track affected seems to have taken the form of an irregular-shaped oblong. By far the greatest amount of damage was occasioned in Colchester, and the neighbouring villages, some of which were almost laid in ruins. Our readers will regret to hear that among the sufferers were some of the poor fisher-folk living on the estuaries of the Colne. The little homes of these honest people were in many cases severely shaken and shattered, and had it not been for the spontaneous generosity of the British public, coupled, as it was in this case, with the unobtrusive working of The Shipwrecked Mariners' Society, a vast amount of real hardship must have fallen upon many a humble family. As a matter of fact, the inconvenience was in most instances merely temporary.

Continuing, after so long a digression, our history of the storms of the quarter, we find that the quiet period which lasted throughout the greater part of April was interrupted, at the beginning of May, by the advance of that scientific product of the nineteenth century—the "depression from the Atlantic." Betwen the 1st and 4th of the month two or three of these familiar visitations occurred, their centres just skirting the Hebrides and passing away again in a north-easterly direction. It thus happened that a slight south-westerly gale was felt in the south-east of England on the 1st; strong south-westerly to westerly winds on all coasts on the 2nd and 3rd; and westerly or south-westerly gales in England, Ireland, and France on the 4th.

The force of the wind, however, never rose beyond what sailors are necessitated to speak of as a "hard gale," and as the storms blew from a comparatively inoffensive quarter, there was scarcely any damage occasioned at sea. In the case of a south-westerly wind, it is, of course, our western and southern coasts alone that are seriously affected, and as the amount of small craft in the St. George's and English Channels is insignificant compared with that which studs the shores of the North Sea, it rarely happens, except in the case of an unusually severe storm, that very many disasters are occasioned. Between the 1st and the 4th of May, thunder and lightning occurred frequently in Ireland and the west of Scotland, and occasionally in some parts of England.

The only other storm of any importance observed during the quarter, was a strong southerly gale in the west of Ireland on the 13th of May. This appears to have been caused by what is technically known as a "subsidiary" or satellite depression. The larger barometrical disturbances which pass over the earth's surface are frequently attended by smaller eddies in the general current of air, and these latter would appear to have a very great deal to do with our weather, especially in regard to rain. In the case under notice, the barometer was relatively high both in the south of France and north of Sweden, while the centre of a large depression lay a long way to the north-westward of the British Islands. During the after part of the 13th, a small depression advanced directly over the kingdom from the westward, its approach being marked by a gale from the southward in Ireland, and a good deal of rain on the west coasts generally. As the disturbance passed on eastwards, the wind in Ireland veered to the north-west and moderated, and the weather improved.

So ends the chronicle of gales for the spring quarter of 1884. It will be seen that they were only three or four in number, and quite as insignificant in respect to intensity. Why this should have been so is more than the wisest of the weather-wise would venture to explain. We know, of course, that there has been a marked absence of important depressions, but if we were asked to say how it is that in some seasons cyclonic disturbances are numerous and in others rare, we would prefer to take refuge in silence. If pressed, we might, perhaps, be tempted to make use of the well-worn observation that the science of meteorology is still in its infancy, and that some day, when a new Kepler or Newton has arisen, the veil which hides the future will be torn aside, and we shall know all about the weather of the coming season.

F. J. B.

MARITIME NOTES.

"The Sea! the Sea! the open Sea!
The blue, the fresh, the ever free!"

PROCTER.

"Thou glorious mirror, where the Almighty's form
Glasses itself in tempests!"

BYRON.

LIGHTHOUSE ILLUMINANTS.*

THE great practical advances made of late years in the various systems of illumination led to the appointment of a committee, to investigate the most modern appliances and to report upon their relative merits, with special reference to their adaptability for lighthouse purposes. This committee, it will be remembered, was dissolved last year, for reasons which were publicly stated at the time, without having effected any practical work. The Board of Trade, however, subsequently afforded the Corporation of the Trinity House the opportunity of undertaking the investigation, and eventually wisely entrusted the carrying out of the necessary experiments to the Elder Brethren. Thereupon, a committee of the Elder Brethren was formed, which consists of the following members: Captain Sydney Webb (Deputy Master of the Corporation of the Trinity House), chairman; Captain Nisbet, Captain Weller, Captain Burne, Captain Vyvyan, Admiral Sir Leopold M'Clintock, and Mr. Inglis, the secretary to the Corporation. Mr. Price Edwards, who was the secretary to the previous committee, acts in a similar capacity with regard to the present one. Sir James

* From "*The Times*."

Douglass, the engineer to the Corporation, is advising the committee on points of detail, and the photometric observations are entrusted to Mr. Harold Dixon. Mr. Vernon Harcourt, F.R.S., is watching the experiments on behalf of the Board of Trade. The Corporation of the Trinity House is acting in conjunction with the Scotch and Irish Lighthouse Boards, and the representatives of various foreign Governments are taking an active interest in the experiments, which, we need hardly observe, promise in their results to prove of the highest importance to the maritime nations of the whole world.

Immediately upon their appointment the new committee took the necessary initiatory steps towards carrying out an elaborate and exhaustive series of experiments with the three available illuminants —oil, gas, and electricity. To this end they selected the South Foreland for the scene of operations, as being the most convenient and advantageous for the purpose. There are already two lighthouses there, known as the high and low lights, which are illuminated by electricity. By the forethought of the Trinity House engineer a surplus of engine power was provided at starting, and is available for the present electrical experiments. Then the surrounding country, being comparatively flat, or only slightly undulating, and the view unimpeded by trees or hedges, renders it a most eligible spot for taking observations far and near.

It is worthy of note that the South Foreland lighthouses, which were originally illuminated by means of coal fires, were the first in which electricity—carbon in a more refined and more highly intensified form—was adopted as an illuminant. This was in 1857, when Professor Holmes first submitted his system of lighthouse illumination by electricity to the Trinity House, and received permission to establish his apparatus in the high light, the system being afterwards extended to the low light. England was thus the first to adopt electricity for lighthouse illumination. The machinery and apparatus used for these two lights consists of four of Professor Holmes's magneto-electric machines—two for the high and two for the low light—which are both powerful and safe, producing a low tension current not exceeding 60 volts. They are, moreover, very reliable, costing little or nothing for repair. There are two horizontal steam-engines of the single cylinder type by Messrs. Hunter & English, each of 10-horse power nominal, but capable of developing 30-horse power each. Steam is supplied from a Cornish boiler 15 feet long by 6 feet diameter, and of which there are two, one being kept in reserve, as is also one of the engines, a single engine sufficing to drive the four Holmes machines and those used in the experiments to which we shall presently refer. And here we may mention that upon our recent visit we found a very important

permanent addition was being made to the South Foreland establishment. This consists of a long, one-storied brick building which is being erected by the Trinity Board for the purpose of conducting photometric experiments with very powerful lights, for which at present there exist no adequate means. This shed is 380 feet in length, and it will be fitted with the necessary appliances for light-testing, and there in future all the large lights will be tested.

In connection with the experiments three temporary wooden towers have been constructed in a line landwards and bearing north-west from the permanent high light. These towers are marked A, B, and C, and are respectively used for the electric, the gas, and the oil light. Tower A is 245 feet from the high light, and tower B 180 feet from A; tower C being the same distance from B. The focal plane of all the towers is 15 feet below that of the electric high light, which is 380 feet above sea level.

In the electric arrangements Baron de Meritens's arc lamps and magneto-electric machines are employed. At present there are two of these lamps and two of the machines in place, but another of each is to be added. The lamps are placed one above the other, or superposed, in the tower. The carbons used in them are compound—that is, they are made up of a number of small carbon rods of square section. The carbons in use at the time of our visit were 1½ inch square, and were composed of 49 small square rods, but since then the new Berlin code carbons of Messrs. Siemens have been employed. The two machines for producing the current are placed in the engine-house with the others, and, as we have stated, are driven by the same engine as the Holmes machines. Each of the De Meritens machines is arranged for working at 1-5th, 2-5ths, 3-5ths, and at full power, the estimated intensity of the light from each machine at those powers being respectively 6,000, 12,000, 18,000, and 30,000 candles. The machines can either be worked singly or coupled up. Like the Holmes machines, those of De Meritens produce a low tension current, and are found to be very reliable in operation and inexpensive in maintenance.

The arrangements for illuminating tower B consist of a small gas-works erected by Mr. J. R. Wigham, of Dublin, whose burners are used in the tower, his system having been adopted for lighthouses on the Irish coast. The gas works were put up, and the gas illumination is now being carried out under Mr. Wigham's supervision. The gas-producing apparatus consists of a small retort-house fitted with two benches of three retorts, the necessary purifiers, and a holder capable of containing 4,500 cubic feet of gas. The gas is passed through a meter placed outside the tower to the burners within it, and which are

four in number. Each burner is composed of a series of concentric rings of jets, and the light can be started with a minimum power of 28 jets, and increased by gradations of 20 jets up to 108 jets, the full power of each burner, at which it develops 3,000-candle power. There are four of these burners superposed, and they can be used either singly or together, the lights being designated uniform, biform, triform, and quadriform, according to the number of burners in use at the same time. The object of the variations of power in the lights in all cases is to meet the varying requirements of the atmosphere.

In tower C oil lights are used, and these are produced by means of burners of the recognised Trinity House pattern. For this purpose nothing further is necessary than a tank outside the tower containing a store of Scotch paraffin and the lamps and burners in the tower. The oil is supplied to the burner from the lamp under slight pressure by means of an arrangement similar to that adopted in obtaining hydraulic power, oil, of course, taking the place of water. The burners at present in use have six concentric wicks, each burner developing 720-candle power; but Sir James Douglass is preparing another burner of much higher power, having seven wicks, which will shortly be tried. The burners are arranged in three stages, and either a uniform, a biform, or a triform light can be exhibited as required. The burners are in duplicate on each stage, and by an ingenious arrangement the first lamp can be shunted out of position if necessary, and the second one lighted and shunted into its place without any appreciable loss of time. Sir James Douglass has also devised a very simple but effective arrangement for ventilating lighthouses, by means of which the heated air is carried rapidly off, but the atmosphere of the lighthouse is kept perfectly steady to a very high elevation in the coned roof, as was shown by experiments in this tower.

Such are the arrangements for producing the various lights. For testing them, carefully elaborated arrangements have been made. An overland route has been laid down as a line of observation for a distance of 2½ miles from the towers in the direction of Deal, and stakes have been driven at every 100 feet. At half a mile from the towers on this route is hut No. 1 for taking photometric observations, and this is more particularly intended for fog work. At 1¼ mile we come upon hut No. 2, which is likewise fitted with photometric apparatus. At the limit of the range is a third hut, each hut being conveniently fitted up for the residence of the official in charge. Arrangements have also been made for observations to be taken at the various coastguard stations within the focal area, at Ramsgate and other contiguous places, and at various points out at sea, including the Gull and Varne light vessels, which are respectively eight miles north-east

and twelve miles south-west distant from South Foreland. The observers are supplied with books for recording their observations in tabular form, which will ultimately be collected and their contents collated for the information of the committee. The books contain directions as to the method of procedure in making observations. Observers are also provided with charts for land and sea observations, showing the illuminated areas to the north and south of the South Foreland. The committee have quarters at St. Margaret's, contiguous to the experimental towers, where one of their body will always be in residence.

Ranging over so wide an area as they will, and involving so many investigations as they do, we need hardly say that the experiments will occupy several months, probably five or six. Every illuminant and variety of burner adapted for lighthouse illumination will be tested under every possible condition pertaining to itself and to the atmosphere. The most important point as regards atmospheric condition will be fogs, which will have very careful consideration. Upon the occasion of our recent visit splendid lights of varying intensities were produced at night by each of the three systems under trial. The preliminary photometric observations appear to indicate that the electric light in comparison with either the gas or oil light is as the sun is to a candle. This, however, is but natural, but, as a result, it has to be considered in connection with a variety of other conditions into which it is not only unnecessary but inexpedient for us to enter.

The experiments have at first been confined to the testing of apparatus and contrivances already in use. A further stage will be devoted to any other burners and appliances which shall be submitted to the committee, and after inspection by them shall be adjudged suitable for lighthouse illumination. It is thus open to the whole world to assist in promoting a movement of the first importance, which in its results cannot fail to prove of the highest value to every maritime nation.

IN THE STEERAGE, CROSSING THE ATLANTIC.*

THE following racy sketch of the experiences of a steerage passenger (belonging to Montrose), in crossing the Atlantic in an Ocean Liner, will be of interest to many of our readers :—

In these days, when the excitement of emigration, which is draining our own country, England, Ireland, and many other countries on the Con-

* From "*The Montrose Standard*," *&c.*

tinent, of their best blood, is at its height, it may not be out of place to bring under the attention of those of your readers in whom the desire to emigrate may exist my own experiences, in common with many others, in crossing the "Herring Pond," on board a large Ocean Liner. To be forewarned is to be forearmed, and perhaps from the few remarks that I shall make, a hint or two may be gathered which may hereafter turn out to be beneficial to some.

The season of the year in which we set out on our voyage was the summer, and having purchased from an European agent our passage ticket and the necessary requisites which fall to the lot of a steerage passenger to be possessed of—for as the many advertisements that appear in our daily and other papers plainly tell us, there is nothing found for him who chooses to avail himself of the low rates granted nowadays to third-rate passengers—in the shape of a bed, basins, flagons, platters, &c., we embarked on a large steamer lying in one of the London Docks. The hour of sailing was advertised for about eleven o'clock in the evening on which we got on board, but it was not until three a.m. on the following morning that the vessel steamed down the river. All through that first night in our quarters—which, by the way, was a place fitted up between decks, more resembling the stalls in a byre or stable than the sleeping apartments of men, with one or two rows of benches which served as seats and tables—there was but little sleep. The usual noise and bustle on board consequent on a vessel making ready for sea rendered it a difficult task to woo the drowsy god. Morning at last came, and a lovely morning it was; and everything now being ready we started, preceded by a London tug.

At Gravesend a halt was made. Here the crew and passengers had to undergo the formality of passing a Government inspector, who also went all over the vessel, for the purpose, I presume, of seeing that she was in seaworthy condition, and that there was no over-crowding. Everybody being turned on deck, it was then that our opportunity was presented of witnessing the companions—between 200 and 300—we were to "chum" for what turned out to be the next fifteen days. A motley crew they were, comprising English, Scotch, Irish, Danes, Norwegians, German Jews, a Frenchman, a Hungarian, a Turk, and also an Egyptian. Of course, it was only on the voyage that we learned the different nationalities to which our fellow-travellers belonged.

During our stay at Gravesend we were visited by one or two bumboat men, who brought with them a goodly supply of provisions and the other requisites of emigrants already referred to, and who managed to dispose of several of their articles of merchandise. A missionary also came on board, and distributed amongst the emigrants a number of Bibles, leaflets, and interesting story-books; and here it may not be out of place to put in a word for those who may yet emigrate. The tediousness of a sea voyage is, I have no doubt, easily anticipated by anyone who cares to give the matter a thought, and want of something wherewith to wile away the time is very much felt. A steerage passenger, as a ruel, does not carry with him a great supply of reading matter, and he is not allowed access to any library that may be on board his ocean home; therefore, if kind friends would assist those interested in the work of supplying emigrants with wholesome and beneficial literature,

by sending any spare books they may have to such distributing societies, they would confer a great boon on many, and almost, if not wholly, convert into a pleasant, what is otherwise felt to be a dull, wearisome voyage. It was evening when we again weighed anchor and started out on our journey in dead earnest, the lights along the coast presenting a beautiful appearance, and seeming to wish us God-speed on our passage.

Nothing out of the common happened to us during the whole voyage. After the first two or three days all seemed to settle down to their position. There were one or two cases of sea-sickness, but these were of a very light nature. On our vessel, as I believe there is on all emigrant vessels, there were the usual cliques. Our general conversation was composed of how long the vessel would take to go across, how many miles she had gone per day, each asking the other so far as we could, for it was of course impossible for us to talk with the foreigners, their trade or occupation, and their prospects in the land of the Far West. There were the usual nicknames given to one or two of the passengers, one being christened "Jumbo," another "Buffalo Bill," and a third, who had the misfortune to fall out with his neighbour one morning at breakfast—and this was the only discordant note in our happy family during the whole time—about the butter, received the name of and continued to be called "Butter" to the end of the voyage. In the course of our journey we had several entertainments, consisting of singing and dancing, members of each nationality contributing to the enjoyment of the varied audience. These entertainments were held at night on the saloon deck, and it so happened that the nights were rainy, which the chief officer told me was the usual luck of their concert nights in general. Games at draughts and cards, the necessaries for which being among the passengers, helped to pass away the time, which, altogether, did not hang so heavily on our hands as we had anticipated.

And now I will refer to the victuals on which we had to subsist in the course of our journey. I think this was one of the worst of the discomforts we had to put up with. There was no scarcity, neither was there want of variety of food, but what we did get was hardly edible. We could not, of course, expect the best fare in the steerage department of the vessel; but, in my humble opinion, it ought to be imperative on the owners of these ocean liners to furnish food of a better quality than is generally provided to steerage passengers. Our diets were three in number. Our breakfast on some days consisted of coffee, of its kind, being a decoction of some sort, sweetened with molasses, and a roll, the crusts of which were burned quite black, and the heart could have with impunity been used as a substitute for putty; at other times of porridge (the utmost care had to be exercised to keep all from running off the plates) with molasses to take the place of milk. Our dinner on some occasions was comprised of soup, salt beef (we only tasted anything like fresh meat once), and salt pork, with potatoes, which apparently had gone through a riddling process, and the smallest selected, and these, too, not of a very first-rate quality! Once or twice we got *salt* fish and potatoes, and on Sunday there was added, as a luxury, the indomitable "duff," as tough as guttapercha, and which might have served to sole one's shoes. Our tea, at all times, was a sort of lotion, tasting very different from the beverage with

which our elderly matrons at home regale themselves of an afternoon, along with the before-mentioned roll. Once or twice I remember we were surprised at hearing the steward call out at tea-time, "Who says fish?" A chorus of voices from parties who expected a treat immediately shouted, "Here!" but, to their astonishment and disgust, they were supplied with raw herrings from the brine. Our Scandinavian friends and others of the foreigners apparently seemed to relish the herrings, for we beheld some of them putting several fish out of sight in that condition. The size and quality of the potatoes was the subject of a deputation to the captain, which had the effect of producing a larger potato, but the quality still remained much as usual. It is a great matter to get friends with the cook. This friendship is often acquired by a tip or two, or doing little odd jobs for him, such as potato cleaning and the like. For these services some scraps set aside from the first and second cabins are generally the reward. But why should this be necessary? As I have stated before, some rule should be enforced to compel owners to provide good and substantial food even for steerage passengers.

Another discomfort which we experienced, and I have done. Our foreign friends were none of the cleanest, and ere we arrived at our journey's end we found that they had handed over to us a few of their companions in travel, in the shape of "Jerusalem travellers," who were married, and carried along with them their wives and large families. I believe, in many cases, these foreign people never even washed their faces. Surely the doctors of vessels should see that this sort of thing is not allowed to exist on board.

Human nature will get inured to almost every discomfort, and by the time our voyage was over we all seemed to be contented; indeed, the parting on the arrival of the vessel at its destination, New York, was almost similar to that experienced by one when leaving a place where some happy days have been spent.

The same formality of passing before the United States port doctor, on the arrival in Hudson Bay, has to be gone through. All on board passed without remark. I may here mention that on the voyage, about half way over, our passage tickets were collected, and every passenger was subjected to the scrutiny of the ship's doctor, to see whether or not all were vaccinated. Those who were so received a certificate, signed by the doctor, others who were not had, I presume, to go through the process of vaccination; but the sight of such an operation was not granted to me. I think it right to add that at the hands of the captain, officers, and men we received the utmost courtesy; indeed, it was at the instance of the captain that the entertainments I have previously mentioned were got up; and, before parting, a memorandum was presented to him, signed by all the English-speaking emigrants, as a mark of their gratitude for his kind treatment.

A friend and myself visited the vessel before she again started homewards, and saw the quarters which on the outward journey had been the apartments of so many human beings turned into a sheepfold.

Such are some of the experiences in crossing the broad Atlantic as a steerage passenger, and I hope they may be interesting if not serviceable to others whose restive spirit may induce their wandering steps to roam in a like direction.

OIL SPOT IN THE GULF OF MEXICO. — A remarkable "oil spot" in the Gulf of Mexico was recently described by Lieut. Stamm, of the American Navy, and there has been much discussion respecting it among American scientists. The facts in connection with it, says *Iron*, are corroborative of the claim set up for stilling the sea waves by the artificial application of oil to the surface of the sea. The oil spot in question is situated about ten miles south of Sabine Pass, into which flows the Sabine River to the Gulf of Mexico, and it extends two miles along shore, and seaward about three-quarters of a mile. There is nothing remarkable about its appearance during calm weather, but in a gale, when "riled" —to use an American term—it assumes a reddish hue, and is thick and muddy. The greatest depth, when comparative quietude reigns, while the elements are at war, is 12 feet, so none but vessels of moderate draught can enter. Lieutenant Stamm pushed, with very little effort, from one of the ship's boats a pole 30 feet in length down into the soft stratum. A storm from the north-east, by way of east to south-east, has a rake of from three hundred to seven hundred miles across the Gulf of Mexico into this haven. During a gale the spot is well defined. Looking seaward the sea is grand. An acre of foam marks the abrupt dissolution of the seas as they rush towards the shore. This occurs in about 18 feet of water, from which the storm-driven craft emerges, and suddenly finds herself in a calm sea. Decks of vessels are frequently scrubbed with the mud from the spot. It is soapy, and its cleansing properties are remarkable. There are no streams in the locality emptying into the Gulf, and the mud of the Sabine River to the northward contains none of the properties here found. If there is oil, it must come from the bottom. The place is termed the "oil spot," not from any known analysis of its nature, but simply that from its condition it has no troubled water.

IRON VERSUS STEEL SHIPS.—About six years ago the Board of Trade sanctioned the use of a modified steel, now generally known as mild steel, in the construction of ships, machinery, and boilers. This resulted in a mutual arrangement to introduce a series of appropriate tests, which were accepted and effectually carried out by several of the leading steel manufacturers, and which substantially remain in force. About five years ago a Joint Committee of the Board of Trade and the Institute of Civil Engineers, in view of these results, arrived at the conclusion that "a malleable description of steel can be produced of uniform quality stronger and more ductile than iron, and in every way a most suitable material for shipbuilding purposes." More recently it has been extensively adopted in the construction of corvettes in the British Navy, the Chief Constructor, Mr. Barnaby, having pronounced strongly in its favour, while Sir E. J. Reed has written to Mr. Chamberlain recommending that the Board of Trade should officially recognise its superiority over iron. The latest and most conclusive test of the value of steel over iron ships is supplied by the wreck of the *Duke of Westminster* steamer on the south coast of the Isle of Wight. Mr. J. H. Davies, of the Institute of Civil Engineers, was employed to examine this wreck and report on it after the

ship was floated and brought to the Victoria Dry Dock in the Thames. In this report Mr. Davies says: "The fact that she remained for ten days on a ledge of rocks without breaking up, and during at least half that time the weather was very stormy, is a strong proof of the substantial character of her hull, and a stronger proof of the immense advantage of steel over iron, as had she been built of iron there is not a doubt that she would have gone to pieces." Last year another steel ship, the *Rotomahana*, was ashore off New Zealand, when the owner's agent in reporting on the case said: "The vessel has been got off the rocks, but, with a large number of passengers, would have been lost had it not been for the beautiful quality of the material of which she is built, known as mild steel." To encourage the building of steel ships the Committee of Lloyd's Register now sanction the use of steel 20 per cent. thinner than that of iron, which brings the cost of production nearly as low as that of iron. In view of these and similar facts a fresh memorial has been prepared with a view to presentation to the Board of Trade, and is subscribed by nearly 100 shipowners, engineers, representatives of chambers of commerce, underwriters, and shipbuilders in every part of the kingdom. It strongly recommends that the Board should in every way possible encourage the construction of steel ships as one of the most effectual means whereby the number of shipwrecks may be reduced.

NEW SHIPBUILDING MATERIAL.—It is well known that vessels built of thin steel will rust through rapidly, if not kept constantly painted. This is found to be the case to a remarkable extent in such vessels when navigating the rivers draining the interior of the African continent, the waters of which possess the power of corroding and eating through steel plates very rapidly. In view of this it has occurred to Mr. A. Dick, of 110, Cannon-street, London, the inventor of the new alloy known as "delta metal," to apply it to shipbuilding purposes, as it successfully resists corrosive action. A steam launch called the *Delta* has, therefore, been built entirely of this metal by Messrs. Yarrow & Co., of Poplar, and is for the present at the Crystal Palace International Exhibition. The length of the launch over all is 36 ft., with a breadth of beam of 5 ft. 6 in., and a depth of gunwale to keel of 3 ft., the vessel being capable of seating conveniently twenty-five persons. Delta metal, which is an alloy of copper, zinc, and iron, having been proved by repeated experiments to be equal in strength, ductility, and toughness to mild steel, the plates and angle pieces are of the same thickness they would be if steel were used, viz., 3-32 of an inch. The stem, keel, and stern post are of forged delta metal, and scarped together, as is usually done. The angle frames are of the same material, and are placed longitudinally instead of transversely, by which arrangement greater longitudinal strength is obtained. The screw propeller is cast in delta metal, and is four-bladed, 2 ft. 4 in. in diameter, and with 3 ft. pitch. The engine is of the usual direct-acting inverted type, and of sufficient power to give a speed of from eight to nine miles an hour. The application of delta metal to the present purpose is of

interest just now, when attention is being directed to the development of the African continent.

MORTALITY IN THE NAVY.—A return has just been issued relating to the Navy, which, among other facts, states the number of lives lost in the service during the past ten years, excluding mortality from natural causes and from war. The total for the ten years is 1,708, of which 1,060 were due to drowning; 423 to wounds, injuries, and explosions; 172 to falls from aloft; and 48 to suicide. Considering that nearly 50,000 officers, seamen, and marines are constantly afloat, the yearly average of deaths from these causes may be regarded as small, except when it is disturbed by catastrophes such as the sinking of the *Captain* or the explosion on board the *Thunderer*. In the past decade, during which nearly 250 ships have been in commission each year, only seven vessels have foundered, while the strandings and collisions were 63 and 228 respectively. There were also 358 accidents of a minor character, not including gunnery casualties.

THE "GREAT EASTERN."—Arrangements are in progress to begin work upon this vessel very shortly, to fit her for her new career of usefulness in Gibraltar Bay as a coal hulk. Permission for her anchorage has been obtained from the Colonial Office. The project is viewed also with favour by the Admiralty, as the *Great Eastern* will effect a great improvement in the Bay, by dispensing with the multitude of small coal hulks which now encumber the harbour. The company having the matter in hand have carefully calculated the suitability of this giant of naval architecture for a coal hulk. Her paddle engines and boilers are to be removed, so that she will steam out to Gibraltar with her screw power only, which it is reckoned will allow of a speed of over nine knots per hour. Before proceeding she is to have numerous side ports added to those already existing, by which the coal will be received for storage purposes. The coal from these ports will, by its own gravitation, run into a variety of receptacles, some well above the waterline, others below. The vessel is to have powerful hydraulic cranes on the upper deck, whereby the steam colliers from Cardiff and Newcastle, bringing the coal, will be very quickly discharged, thus saving greatly in cost on the existing system as now practised at Gibraltar. The coal, once on board, will be shot down into the bunker receptacles on the *Atlantic* and other large steamers taking in their coal alongside. A further advantage is that the *Great Eastern* will give such shelter, that coaling from her in the Bay will, it is expected, be able to proceed in weather when it is quite impracticable with smaller hulks. It is considered that these various advantages will at length open out for this vessel a trade in which her size will be a positive recommendation and economy, in lieu of, as hitherto, an impediment to success. The vessel will be fitted with the electric light, so as to be ready to take in coal and deliver it at night as well as by day. It is intended also to introduce the telephone on board for the rapid transmission of orders from end to end of the ship, which measures

nearly one-eighth of a mile in length. The exportation of coal last year to Gibraltar amounted to 458,169 tons.

PORT OF TRIESTE.—The new port which has recently been opened at Trieste has been in course of construction for fifteen years, and has cost altogether 14,600,000 florins (£1,460,000). By the building of three jetties 700 feet long by 300 feet broad, the former north-eastern harbour of Trieste has been converted into three basins, with nearly two miles of quay. As a protection against the winds from the north-east, the south-east, and the south-west, a jetty nearly three-quarters of a mile in length has been built parallel with the coast. It is about 1,000 feet from the shore, and is 200 feet broad at the base, 60 feet broad at the surface of the water, and 65 feet high. At a distance of 660 feet from the north-eastern end a pier 250 feet long has been run out at right angles, thus affording a well-protected entrance more than 300 feet wide. The three new basins inside the jetties have a depth of water varying from 25 to 45 feet. Owing to the softness of the soil, great difficulty was experienced in completing the work, as the walls of the quays, though 4 feet thick, gave way, and had to be rebuilt in 1878, since which date they have, however, withstood two of the most severe tempests of the century.

TORPEDO BOATS.—Mr. A. F. Yarrow lately delivered a lecture upon torpedo boats at the Royal United Service Institution, Captain Lord Charles Beresford, R.N., presiding. The chairman, in introducing the lecturer, said that the name of the maker of torpedo boats was well known to all Englishmen. The importance of the subject to be dealt with could not be over-rated, and those who had studied the question were of opinion that these wasps of the sea would have more to do with the defence of our interests than was at present generally supposed. Mr. Yarrow stated that the first large order for torpedo boats was given by the Russian Government in 1877—an order for 100—of a size to keep the sea for a few days. The size was 75 ft. long, with 10 ft. beam. A fleet of these, consisting of 100, was placed on the Black Sea, the vessels being forwarded by rail from St. Petersburg. Soon after this the British Government ordered a boat which attained a speed of 21·94 knots. The British Government also bought two boats which were constructed for the Russian Government. The lecturer described a torpedo cruiser — the *Batoum*—of 100 ft. by 12 ft. 6 in., capable of going to sea in any weather, built for the Russian Government in 1880. This vessel carried three officers and nine men, and, calling at Fiume on the way, had a run of 4,800 miles to Nicolaieff. This type of boat had been reproduced for six other foreign Governments. By means of diagrams, drawings, and models, the lecturer showed the use of boats which could be built to carry the Nordenfelt and Hotchkiss machine-guns, fulfilling all the requirements of steam launches carried by men-of-war. He also gave a description of a complete organisation of fleets of these boats by the Italian Government, who, he said, had the crews and boats always under training. He expressed the hope, amid cheers, that the subject was receiving

the attention which it deserved from the Admiralty authorities in this country. The Russian Government now possessed one boat to 18 miles of coast line, the Dutch one boat to 22 miles, the French one to 33 miles, the Austrians one to 47 miles, the Italians one to 153 miles, the English, comprising only England, Wales, Scotland, and Ireland, one boat to 197 miles of coast line; and if they included the colonies, at the highest possible estimate there was one torpedo boat to 800 miles of coast.

LIFE-SAVING AT SEA.—At the wharf of the Trinity House, Blackwall, in the presence of representatives of the Admiralty, of the Trinity Brethren, and of merchant shipping, a trial was recently made of an instrument to signal, in a fog, the approach of a vessel by means of a "continuous blast fog-horn." The lamentable collisions which occur at the entrance to ports, at periods when fogs prevail, demonstrate the necessity of means by which the neighbourhood of moving vessels may be made known; and, hitherto, this duty of signalling by fog-horn in a fog, a duty which is enforced by the Board of Trade, has been carried out by means of an instrument called the "Aurora," which sends out a short, sharp blast. The Aurora is a simple pump-like instrument, the bottom of which is held by a stirrup under the foot, while the operator compresses the pump. The "continuous blast" is the invention of Mr. Bryceson, the well-known organ builder, and is worked by a crank, which enables the operator to send off long or short blasts. With this instrument a code will enable ships in a fog to interchange signals. A Trinity House steam-launch ran down the Thames for a mile, and against the wind the fog-signal could be heard at a distance of three-quarters of a mile; while in a run up the Thames the signal could be heard at a distance of fully a mile and a quarter. Some of the company then went into the East and West India docks, and from the deck of Sir Donald Currie's fine steamer, the *Grantully Castle*, by the courtesy of the officer in charge, was seen the action of the lights which burn in the water, and are used for lighting up a life-buoy at night on the occasion of any sea calamity. The objectionable smell of saltpetre is exceeded, in the case of these instruments, by the smell of phosphorus; but the light is effective for its purpose, and lighting up the darkness at sea, when a man falls overboard at night, is frequently the means of a man's life being saved. The appliance is adopted on board all the best merchant ships which carry passengers; but these ships form only a small percentage of the whole of British shipping. A seaman can insure his kit on board the passenger-carrying vessels for a premium of 3 per cent., while the like insurance in regard to the great bulk of shipping would cost him 12 per cent. The point is a small one, but it is significant. The experiments were made by the Holmes' Marine Life Protection Association.

FATE OF THE GREELY EXPEDITION. —The following proclamation has been received at the British Foreign Office, from the United States Minister, with a request that its contents may be made known as widely as possible: "Proclamation. $25,000 reward. United States of

America, Navy Department, Washington, District of Columbia, April 17, 1884. Notice is hereby given that the Government of the United States of America will pay a reward of $25,000, to be equitably paid or distributed to such ship or ships, person or persons, not in the military or naval service of the United States, as shall discover and rescue, or satisfactorily ascertain the fate of, the expedition of Lieutenant A. W. Greely, an officer of the United States army, and his command, consisting of about twenty-four persons, which, in the month of August, in the year 1881, landed from the steamer *Proteus*, at Discovery Harbour, in Lady Franklin Sound, in latitude 81° 44′ N. and longitude 64° 45′ W. Unprepared vessels are warned not to incur extraordinary peril or risk in the effort to secure the reward hereby offered; the United States will, in no event, be involved in any future liability or responsibility beyond said reward; and the determination of the Secretary of the Navy as to the right of any man to said reward, or a share thereof, shall be conclusive upon all persons. Witness my hand, at the Navy Department, in Washington, on said 17th day of April, A.D. 1884, William E. Chandler, Secretary of the Navy."

SALMON FISHERIES.—The Annual Report, for 1883, on the Salmon Fisheries of England and Wales, which has just been issued by Professor Huxley, is, says *The Times*, a welcome message of good news alike to the economist, the angler, and the epicure. "Generally speaking," we are told at the outset of the Report, "the salmon fishing season of the year 1883 was the most productive recorded for many years, the returns from several districts showing that more salmon were taken than in any previous season since the present salmon law came into force." In twenty-eight out of the forty-five districts, into which England and Wales are divided for the purposes of the Salmon Fishery Act, a general increase in the take is recorded; in eight no change is reported; in one important district only—that of the Tyne—has there been any considerable falling off; and in the remainder, where any change has taken place, a decrease in the tidal waters has been balanced by an increase in the fresh waters, or *vice versâ*. The districts in which an increase is recorded include nearly all the most important rivers in the Kingdom. The Severn, the Taw and Torridge, and the Towy are specially reported as having "largely" increased, the Eden "greatly" and the Ayron "considerably," while the Teify has doubled its yield. In the same list, without any special qualification, are found the Lune, the Ribble, the Dee, the Conway, the Wye, the Teign, the Exe, the Trent, and the Tees. In twenty out of the forty-five districts a direct comparison is possible between the returns for 1882 and for 1883, respectively, and from these returns it appears that about 250,000 salmon, weighing 1,418,000 lbs., were taken last year, against 1,000,000 lbs. weight returned as having been caught in 1882.

MISCELLANEOUS JOTTINGS.

"Here a little, there a little."

"O Reader! had you in your mind
Such stores as silent thought can bring,
O gentle Reader! you would find
A tale in everything."

WORDSWORTH.

THE ESKIMOS.

A FEW weeks back Dr. Rae, F.R.S., delivered at the London Institution a highly interesting lecture on "The Eskimos, and life among them."

The lecturer began by calling attention to the vastly extended coast-line of 5,000 or 6,000 miles occupied by this remarkable people, speaking, with slight dialectical variations, one and the same language, so that a native interpreter could be understood from Labrador to Aliaska. Referring to the interesting problem of their origin, he quoted Dr. Rink, who had resided among them in Greenland during twenty years. According to that writer the Eskimo people seem to have been the last wave of an aboriginal American race, which had spread themselves over that continent from more genial regions, ever yielding to the pressure of the tribes behind them, until they at last peopled the sea-coasts of the Arctic circle. Another theory was that they came from the north, being driven southwards by the ever-increasing cold of a glacial epoch. Dr. Rae could not subscribe to either of these beliefs, and gave his reasons in detail, laying especial stress on the Mongolian type of the Eskimo features and general physique, for thinking that they must be regarded as an Asiatic race

who crossed from Siberia by Behring's Strait. He cited native traditions, strikingly confirmatory of this view.

It was a common but quite mistaken idea that the Eskimos were hostile to the whites; during his twelve years of official life in the vast lands of the Hudson's Bay Company he had found them quite friendly, and not at all fairly open to the charge of treachery, which was also too often brought against them. He confirmed the testimony of Back and his sailors, who pronounced them "a bonnie lot of critturs," especially the Eskimo lasses. Dr. Simpson, who measured the Eskimos near Behring's Strait, found the tallest man among them to be 5 ft. 10½ in., and the shortest an inch only over 5 ft. The heaviest full-grown male weighed 195 lb., and the lightest 125 lb. Their eyes have a fold of skin across the inner angle, giving them a cast of the countenance all but perfectly Chinese. The race was reproached with being dirty, but there was no more justice in such a sweeping accusation than in hasty inferences to the discredit of English cleanliness from what was too often seen in the Staffordshire black country.

The lecturer described the Eskimo dwellings, which were stone and mud kraals, wooden huts, or snow-houses, according to circumstances. The last were most ingeniously constructed of blocks of frozen snow, built up in dome fashion, but with a skew arch, to resist the strong drifting winds from the ice-fields. They were described as very snug and comfortable. The windows were of ice, and afforded plenty of light.

The Eskimos were very strong, and bore cheerfully very heavy loads. Dr. Rae spoke of the hardships undergone by his Eskimo interpreter, Albert, during his painful walk of thirteen days over the hummocks of an ice-field. A liberal supply of food was needed to meet the strain upon the system thus caused. An Eskimo's meal was often as much as eight lbs. of seal's flesh or twelve lbs. of fish. Their clothing was almost wholly made of the skins of the reindeer. The boots of the women were made big enough to hold their babies, being used instead of cradles. Polygamy existed among them, but he had never known two sisters at once the wives of one man. He had met with an instance or two of polyandry. Their domestic relations were, in general, not unhappy. Their love for their children, who were mostly very well-behaved, was unbounded, although when asked how many they had, they almost always went over their fingers three or four times to count six.

Before concluding his lecture, Dr. Rae gave, as illustration of the Eskimo intelligence and good faith, the story of his gleaning among this people the first authentic tidings of the fate of Sir John Franklin's last Arctic expedition. It was in the spring of 1854, when resident at

Repulse Bay, that he met with an Eskimo wearing a gold band round his head. Having asked whence he got it, the reply was, "From the white men (Kabloonans) who were found dead far to the west, near a great river." The party, about forty in number, were first seen alive travelling south, hauling a boat or boats on sledges, making very short stages, and were thin. They gave or sold them a seal, which they ate. Later in the year about thirty-five dead bodies were found by the natives a long day's journey north of the Great Fish River, on its west bank. The sledges, the Eskimos added, were gone, but the boat or boats were there. They obtained a great number of spoons, forks, and some money, and saw a dozen books or so, which were given to their own children, by whom they had been destroyed. Large rewards were offered the informants if they could find any of the men alive, or if they had but a single book; but they shook their heads and said, "All dead, all book destroyed." This must have been true, the lecturer said, because not a book had since been found, and had there been any living man, he must have been able to reach the Hudson's Bay settlements by the aid of the Indians, all of whom were friendly, being tribes which Franklin himself had come to know well, on one of his inland journeys. Dr. Rae's party received the Government reward of £10,000 for the discovery of the fate of Franklin and his crews. The audience were reminded that M'Clintock, in 1859, found a document hidden in a cairn on King William's Island, which fully bore out the truth of the Eskimo report of the route followed by the hapless crews.

LIGHTNING STROKES IN FRANCE.—M. Cochery, the Minister of Posts and Telegraphs, has presented to the French Academy of Sciences, a report on the lightning strokes in France during the last half of 1883. The report gives the date, hour, and locality of the stroke, together with the number of persons or animals killed, and the nature of the damage and surroundings. During the month of July there were no less than 143 strokes in France, 30 of these occurring on the 10th, and 32 on the 3rd of the month. Seven men, four women, a young girl, and a child were killed by these strokes, and over 40 persons injured, including 10 men who were affected by the same flash, which struck a plane tree in their neighbourhood. Nine horses were also injured by the flash in question, which happened at Castres in the Department of Tarn, at 9.15 a.m. on July 4th. The same storm also killed a woman at Castres, three-quarters of an hour earlier. The total number of animals killed during July was 57 cattle, including 1 calf, 2 horses, 3 sheep, 1 goat, 1 dog, and 1 chicken; while 14 cows, 11 horses, 1 dog, and a goose were injured. In general the strokes were attracted by poplar trees, or masts, chimneys, and steeples, as well as

elm, oak, and fir trees. The stems and points of lightning rods have also been struck, the latter being fused and the former heated red hot. The wire used to support vines has also drawn the stroke. In the majority of cases, rain, often abundant, attended the discharge. In August, strange to say, there were only nine strokes as compared with 148 in July; six persons were killed, and two bulls were injured. In September, there were 14 strokes, killing 4 persons and 6 animals, and injuring 10 persons in all. In October, there was only one stroke, on the 16th (4 p.m.), at Castellane, in the Basses-Alpes. It fractured the head of a statue surmounting a chapel on a rock some 250 ft. high, and, penetrating the building, burned the fringe of the altar. In November and December there are no strokes recorded. A survey of the two reports for the year 1883, which have been submitted by M. Cochery, lead to the conclusion that lightning strokes are, in general, more common during the beginning of the year than the end of it, and that they preponderate enormously during the summer months, especially June and July. The accidents have mostly been due to the persons or animals being near a tree, a chimney, or a house on an elevated site with trees round it; but there are cases of death on an open field and on a roadway. To be near a projecting rock, the edge of a wood, or bushes, is evidently not the safest place in a thunderstorm. Several of the accidents have also been associated with the use of umbrellas.

GROWTH OF NEW YORK CITY.—From statistics just compiled, it appears that at the beginning of the present century, New York had a population of less than 60,000. London at that time had a population of 864,000. London has now a population of about 4,000,000, while New York, within its corporate limits, has 1,500,000. But it is pointed out that an enormous number of persons transact their business in New York, and depend upon it for their incomes, their society, their amusement, and their literature, but nevertheless reside away from it. These people are calculated at nearly 1,000,000. It is claimed that the suburban population of New York has not been estimated so far at its true value. The influence of the metropolis upon the country within a radius of twenty or twenty-five miles is marked and peculiar. There are 100 hamlets lying within an hour's reach of the city hall, which derive their life from the metropolis. Brooklyn, Jersey City, and Williamsburg, largely live in the common centre. The stream of wealth flows nightly over into Long Island, Staten Island, and Jersey, and pours its affluent waves along the Hackensack and Passaic into Hudson. Its vital currents are felt as far north as Cornwall and Singsing, as far east as Babylon, as far south as the Raritan, as far west as Passaic. The enormous growth of the city, therefore, during the nineteenth century cannot fully be realised. But it may be mentioned, as regards commerce, that the imports have increased from $28,000,000 to $880,000,000; that nearly 6,000,000 of immigrants have landed since 1847, when the Board of Emigration was established; that the city receives every year 800,000 cattle, 1,500,000 sheep, and 2,000,000 hogs, and that the sum total of produce per annum which enters New

York reaches $350,000,000. Yet as recently as 1790 the first side-walk of the city was laid, the inhabitants before that time having to pick their way over planks and bricks.

MAHOMEDAN MAHDIS. — At the Royal Institution, Professor W. Robertson Smith lately lectured upon Mahomedan Mahdis. He began by observing that a writer in *The Times*, who might be safely identified with an Arabic scholar of most distinguished eminence, had recently proposed to speak, not of the Madhi, but of the Mudhi, and interpreted the word as meaning "the guide"—the spiritual and inspired guide of the followers of Islam. He wished to say at the outset that it could be shown conclusively that this view, though supported by a great scholar, was certainly wrong. He had collected a good many verses, in which the Mahdi was spoken of, and they proved that the current pronunciation was correct; they prove also that the word was the passive participle of a verb meaning to guide, and the Mahdi, therefore, was not the guide of the Faithful, but he who was himself guided by Divine grace and inspiration. The absence of personal access to and contact with God which made Mahomedanism the barest and coldest of all religions, was not very much felt after the death of the prophet. The true Arab was singularly lacking in religious sensibility. No race of men above the rank of savages appeared to feel the need of a religion so little as the Bedouins. The ultimate success of Mahomed himself had been much more political than religious; he was most truly a prophet before the flight to Medina, and then, when he spoke only in the power of his faith, from an intense conviction of the one moral government of the world and of the supreme reality of the day of judgment, he found new followers. After fully adverting to the events, political and religious, that followed the death of Mahomed, Professor Robertson Smith went on to observe that the oppressed nations demanded something more for their religion than a law book, the precepts of which were daily set at nought, and a day of judgment which lay on the other side of the grave. The failure of the Caliphs to reign as the true successors of the prophet made room for the rise of Messianic ideas in Islam, and the Moslem Messiah was borrowed from alien faiths, partly from Judaism, and partly from the old ideas of the Persian race. The cry for a divine leader was but one expression of the cry for a God nearer to man than the deism of Mahomed allowed. In one way or other the mass of Moslem populations had always striven to break through the rigid barrier which Mahomed set up between the human and the divine. It was this effort which, on the one hand, had filled Islam with magical superstitions and re-introduced something very like polytheism in the honours paid to saints, and, on the other hand, had based on the bare system of the Koran a totally incongruous structure of pantheistic mysticism such as was found among the Luns. After tracing the rise of Madhis, the lecturer said that imposture would not have had the frequent success which had attended it in the East but for the fact that there was always some substantial ground for rebellion behind it. There were depths of social misery, and they had not seldom been sounded by the unhappy population

of the East, in which the wildest and vaguest hopes were grasped at as the only alternative to despair. In such case men were not disposed to look very closely at the credentials of any-one who promised them divine help, and though an honest enthusiasm might be sacrificed in the revulsion of feeling after a defeat, a cunning intriguer could generally turn the suspiciousness and cruel temper which were engendered by long oppression away from himself, and against such of his allies as began to doubt his mission. To the historical observer an Eastern movement of religious patriotism was always suspicious. It was certain to be bloody and cruel, and it was very unlikely to contain any elements of lasting reform, for when it ceased to be fanatical it ceased to be strong.

PLANT LIFE.—It has been shown by Professor Schubeler, a Norwegian plant-geographer, that most plants in high latitudes produce much larger and heavier seeds than in warmer regions nearer the equator. This effect he attributes to the prolonged influence of sunlight during the long summer days of the high latitudes. The difference of seed development was very remarkable in some cases. Dwarf beans taken from Christiania to Drontheim—less than four degrees further north—gained more than 60 per cent. in weight; and thyme from Lyons, when planted at Drontheim, showed a gain of 71 per cent. The grain of northern fields is heavier than when grown in more southerly localities, and seed from Norway planted at Breslau decreased greatly in the first year. The leaves also of most plants are larger and more deeply coloured in higher latitudes, as was first noticed by Griesbach and Martins. The same is true of flowers, and many which are white in the southern climates become violet in the far north. While on this subject of the changes in flowers, it may be mentioned that a cameleon sort of flower which grows in the United States is white in the morning and red at night. It has been named the Confederate rose, on account of its blending these two beautiful colours. The plant is odourless, it grows in great bunches, and is susceptible of a high degree of cultivation.

HOW TO BREATHE.—Much has been written, and very properly, too, about the necessity of sufficient ventilation in the bed-chamber, sitting-room, and shop, and very little of the need of perfect nose ventilation; and yet the latter, always and persistently active, has a more marked influence on the health than the former. Man in a savage state, and all the lower animals, breathe through the nose in repose or sleep; in fact, some animals cannot breathe through the mouth. Civilised man, while he may rejoice that he has surpassed his savage brother in the nobler things on earth, can well envy him his freedom from lung or throat diseases and impaired hearing, which are so often due to the vicious habit of breathing through the mouth. The nose is designed, in the economy of nature, to prepare the inspired air for the lungs as it passes through the winding nasal canal and pharynx by warming it, charging it with moisture, and filtering or purifying it from foreign substances. The nose is also the organ of the sense of the smell, and has a direct influence on the voice, playing

the same part the curves of the cornet do in enriching the tones; it is also closely associated with the bones of hearing. The effect of mouth breathing is to bring the cold, dry, dusty air directly in contact with the delicate mucous membrane of the air passages, producing irritation, which results in sore throat, swollen tonsil, hoarseness, and lung troubles. Snoring, the pleasant little trick of causing the soft palate to vibrate, can only be accomplished by breathing through the mouth. Sore throat, hoarseness, lung troubles, deafness, snoring, and impaired voice flow as naturally from breathing through the mouth as blood from an open vein.

PRECAUTIONS IN SEA-BATHING.—However suitable, as a valuable tonic restorative, bathing in the open sea may be in the case of any particular person, the good effects of a sea-bath, says the *British Medical Journal*, may be missed if the bather do not give heed to certain well-ascertained rules which ought to guide his proceedings. The good effects of a plunge in the sea are in proportion to the vigour of the reaction which is excited in the bather's body by the shock of immersion. The more marked and prolonged the reaction the better; it should be the bather's object, to quote the words of an eminent physician, to secure the greatest possible amount of stimulation, and to ensure as long as possible the persistence of the increased vigour of nutrition. The time of bathing is important. It is a common error to suppose it is best to bathe before breakfast. The very robust may possibly bathe then with impunity, but, even for them, the practice of plunging into the sea in the early morning, fasting, is not free from risk; while, for the weakly, such course is positively prejudicial. After the long fast of the sleeping hours, the vital functions fall to a relatively low ebb, and they are liable to undue depression from such a severe shock as a cold sea-bath. Neither ought bathing to be practised immediately after taking a meal; it is then likely to cause troublesome symptoms by suddenly arresting the digestive processes. Probably the best results are obtainable from sea-bathing at a time midway between breakfast and luncheon, that is, from two to three hours after the early morning meal, when the body has been nourished after the fasting of the night, and when the stomach has had time in great part to dispose of its contents. A bather should never enter the sea while under the influence of emotional excitement; if the nervous force be unduly concentrated in any single direction, a sea-bath is likely to produce nervous depression rather than stimulation. A bather should not stand hesitatingly by the water's edge until he becomes cold and shivering, but plunge boldly into the sea at once. It is another popular error to suppose that the skin should be cooled before entering the sea; if the bather be chilled just before his bath, circulatory depression rather than reaction is apt to arise, leaving him with a sense of coldness and weakness rather than of warmth and invigoration. To get its best results, a sea-bath must not be too prolonged. It has been laid down as a rule by a well-known authority that no one bathing for health only should remain in the open sea for more than ten minutes. Even a shorter immersion than this will probably best suit all

but the strongest persons. The bather must not stay in the sea until the reactive stimulation of his bath has passed away. His object ought to be to excite an energetic reaction, and then to leave the water.

REMARKABLE BRIDGES.—The entire length of the great cantilever bridge over the Niagara, which has just been completed, is 910 ft., the distance between the towers being 470 ft. It is 289 ft. high from the water to base of rail. Most of the material is steel. The bridge has been tested in the presence of 10,000 spectators. The test consisted in the running of 20 heavy locomotives and 23 cars laden with gravel upon the bridge, the entire series halting at every hundred feet, while the engineers made observations. The total load amounted to 1,900 tons. The bridge bore the trial well. It is a slender, graceful structure, erected at a cost of 750,000 dollars. There has also just been completed a massive stone bridge over the Mississippi river at Minneapolis. The length of the structure is 2,100 ft. It crosses the river with 23 arches and 16 spans of 80 ft. each, the width being 28 ft. The cost of the bridge, which has been erected by the St. Paul, Minneapolis, and Manitoba Railway, is stated to be 990,000 dollars.

EDUCATION. — "A London Artisan," writing in the *Fortnightly Review*, makes some very sensible remarks on education. He says: "It is stated that an educated people will feel themselves above manual labour, and that they will be hopelessly deteriorated by an unwholesome craving to be 'genteel.' Such prophecies are only made by the prejudiced, the jealous, and those who have selfish reasons for fearing the growth of a well-educated people. Depend upon it, no cobbler enjoys making a good shoe so much as the cobbler whose friends in his leisure hours are Shakespeare and Milton, and no woman is likely to scrub a floor the worse or darn a stocking less neatly for having learned to love George Eliot and Longfellow. It is only by culture that men and women can be brought to realise the full glory and honour of manual labour—culture, that is, which embraces not merely the knowledge of facts, an appreciation of duties, but the cultivation of the heart as well as the intellect."

QUIET THOUGHTS FOR QUIET HOURS.

"Pii orant tacite."

"The turf shall be my fragrant shrine;
My temple, Lord! that Arch of Thine;
My censer's breath the mountain airs,
And silent thoughts my only prayers!

My choir shall be the moonlit waves,
When murm'ring homeward to their caves,
Or when the stillness of the sea,
Ev'n more than music, breathes of Thee!"

MOORE.

THE FISHER-FOLK.*

"They that go down to the sea in ships, that do business in great waters,
These see the works of the Lord, and His wonders in the deep."

PSALM cvii. 23, 24.

THE Psalmist must have been thinking of sailors and fishermen when he wrote these words. It must have been of habitual seafarers he said, "Let them sacrifice the sacrifices of thanksgiving, and declare His works with rejoicing." And well for them if they have the eyes to see and the hearts to feel "the works of the Lord, and His wonders in the deep."

The loneliness of a fisherman's life in the great waters, the silence and the sounds of the midnight watches, the revelation of dawn amid the fleeing shadows of the east, the glory of broad noon, the solemn

* From an "Address on behalf of THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY," by the Rev. JOHN WELLWOOD, of Drainie. Reprinted, by kind permission, from *Sunday Talk*, edited by the Rev. W. W. TULLOCH, B.D. Glasgow: Dunn & Wright.

descent of the majestic sun—a bare ball of fire, or gleaming through clouds of gold in a pale green sky—the peace of twilight, the silver pathway of the moon along the dark plains, the stars that are more to the seaman's eyes—nearer and friendlier—than to ours that see them seldomer; above all, the clouds in storm and the sea in its fury, when awful death seems imminent in every wave: all this is part of the familiar experience of seafaring men, and it is surely not the least of the compensations of their lot that they have the privilege of seeing the works of the Lord, and His wonders in the deep. Well for those who can realise the poet's apostrophe—

> "Thou glorious mirror, where the Almighty's form
> Glasses itself in tempests!"

You have heard of ancient Greece, a nation which was at the height of its power and glory several centuries before Christ—a nation that produced some of the greatest men that ever lived, warriors, statesmen, philosophers, poets—a nation that held in the pre-Christian world a position in many respects resembling that which Great Britain holds in the world of to-day, and in no respect more than this, that it was a nation whose people went down to the sea in ships and did business in great waters—a seafaring nation. Well, one of the most renowned poets of ancient Greece, Sophocles, wrote a hymn in praise of man. "Many things," he says, "are wondrous and strange to see, but nothing is more strange or more wondrous than man;" and it is a remarkable fact that the first illustration he gives is drawn from the daring and skill of the sailor. Of all the instances of man's audacity and genius in battling with the more terrible powers of nature, his cleaving a path through stormy seas appeared to the poet the most marvellous. "Across the sea," he goes on to say, "when it is hoary with the blasts of the wintry south-wind, man wends his way, faring right on amid the surges that roar around." No doubt, in those ancient times, going down to the sea in ships was a more formidable enterprise than it is now, for the largest vessels had then nothing but oars and sails to propel them. Still, it would be as true for a modern poet as it was for the ancient, that man, as a dauntless and mighty being, is splendidly illustrated by his victories over the subtle and changeful sea.

It would be bold, if not presumptuous on my part, to speak much about the sea itself before so many fishermen and mariners; but no thoughtful person who, walking along the beach, sees at his feet the breaking waves, and listens to their dolorous monotone, or scans the rolling waste, or the smooth shining floor of ocean, can be unfamiliar with the mystery, the glory and the terror, the inexhaustible romance that for ever marks man's ways upon the sea from his ways on his

native earth. His dwelling-place is not upon the wandering waves—not there can he build himself a home; but as long as he is on the sea he is in an alien place, his heart ever returns to green fields from the green sea; and those wild flowers of the foam, how different from the daisies that spangle the sward where his children laugh and play, what different stories they suggest, and gleam upon what different graves! In respect to physical security, compare the life of those that go down to the sea in ships with the life of shopkeepers, artisans, or tillers of the soil. Anywhere, indeed—at home, afield, by the wayside—man is subject to accidents; nowhere is he beyond the chances of violent death. A roof may fall on his head, he may step suddenly into a ditch and break his neck, he may be run over by a wheel, he may perish in a railway collision. But such mishaps are, for the most part, owing not to nature but to man—not to unavoidable necessity, but to ignorance, or negligence, or folly, or crime. The builder scamps the roof, the railway official forgets to put up the signals, or the driver is drunk.

> "Man's inhumanity to man
> Makes countless millions mourn."

What disasters of the land are to be compared with the casualties of the sea? What incalculable and unmanageable powers overwhelm the dwellers in the village or in the city, as winds and waves the wanderers of the deep? For these we must go to earthquake and volcano. Not many months ago the world was startled by the news of an appalling catastrophe in Italy. A beautiful town, on a lovely evening, when the people were thronging the hotel, the theatre, the esplanade, was cloven and shattered by an earthquake, and in the space of half a minute was changed into a fearful chaos of crumbled buildings, obliterated landmarks, dead and maimed, and horror-stricken men and women in thousands. Such a calamity as that happens but once or twice in a century. But on "the treacherous ocean" the same sudden and irresistible doom overtakes man, and is a common thing. Neither fishermen nor sailors, indeed, are exempt from blame in every case of accident or death at sea. Their boats may be bad, their knowledge may be insufficient, they may be careless, they may be rash. But let their boats be without a flaw, let their seamanship be perfect, let them be neither rash nor careless; are they safe? On a sudden the air darkens, and the wind moves over the sea with a long cry, and the waves rise like a mighty host shaking themselves from slumber, and

> "The white squall rides on the surging wave,
> And the bark is gulfed in an ocean grave."

In your warm beds pity the weary fishermen wet with the spray,

tossing on the dark waters; and, as you listen to the gales that shriek past your dwelling, which they cannot destroy, but in which secure you take fresh comfort, knowing that not you can their fury harm, think of those in peril on the sea, the sails rattling to the whistling gusts, the dismal clamour of waves about the sides of the rocking craft, the far-off morning, the darkness and the toil, and all around and under them the great waters. It is for their aged parents, it is for their wives and children the strong men are away there. Oh, in the loud midnight, what heart-wearing vigils must the women have at home! Every blast that shakes the windows and howls around the house is to the fisherman's wife like the knell of her son's or husband's doom. The brighter her fire burns, the more merrily the voices of her children ring, the more lovely and full of peace the children look as they lie asleep in their little beds; all the more fearfully her fancy roams over the inhospitable sea, and catches the swaying sail where her good-man—his swarthy face just visible in the dim lamplight—agonises among ropes and canvas to evade the battering storm.

"For men must work and women must weep,
There's little to earn and many to keep,
And the harbour-bar is moaning."

In what fishing community are there not those whose husbands, fathers, sons have dropt into the "vast and wandering grave," never to be laid in the kirkyard among kindred? How many, standing at the harbour-bar from which sailed the boat that never sailed back, feel in all its weight the meaning of the strain:

"Break, break, break,
At the foot of thy crags, O sea,
But the tender grace of a day that is dead
Will never come back to me!"

I beseech you, by the memory of our sea-roving ancestors, those noble wild masters of the wave, with their blue eyes, and yellow hair, who, coming from Scandinavia, swept these coasts of ours in innumerable ships and landed and took possession; whose sons, settling down here, have transmitted to you the heritage of the seas, and their blood is in the dwellers on our eastern coasts to this day; by the fame of this island of ours, Britannia, the Queen of the Sea; by the splendid manhood of our fishermen and sailors, with their enterprise, their bravery and their strength; by their weird nights upon the sea; by their hard hands, their weather-beaten faces, their hearts well acquainted with peril and used to confront death in the horrid hollows of the sea; by the voices of the storm and by tales of shipwreck; by the wrecked, sea-worn, and destitute mariner to whom these shores on which he is cast may be foreign shores, whose home may be in a

far-off land; by the cries of the drowning crew; by the forlorn widow —perhaps the mother of a race of fishermen who, years and years ago, lost their lives in the great waters and left behind them only her and the tragic memory of their fates; by the children who, standing on the beach, saw their father sail away upon a shining sea and waited, waited, counting the days, but never saw him more; oh, by the orphans who, left to wander about the sea's edge and to look on those same waters that heard their father's last cry, shall grow up to make a new race of seafarers and fishermen, and brave the same dangers as their sires; lastly, by our common humanity, and in the name of Jesus Christ our Lord, I beseech you to support this noble cause.

LESSON FROM THE SEA.

FROM the shore I gazed o'er a stormy sea,
As a strong wind swept its waves,
And impelled them on, with a mighty force,
Towards mysterious rocks and caves.

Oh! so grimly brown and white that sea!
So exceedingly fierce and high:
It appeared enraged with its very self,
As its spray tore madly by.

And its wild waves broke with a sullen roar
'Mid a sheet of seething foam;
Which was straight recalled by a backward rush
To its ever-changing home.

How I loved to follow a crested head
In its path across the waste,
And to watch its course as it shoreward moved
In its grandly solemn haste!

Then to see it break, with a leaping crash,
But a few yards off from me:
How I pitied those who were even then
Far away on that awful sea!

But one crest I saw, larger far than most,
And I traced its course with dread;
On and on it came, then—no angry burst—
But it *kissed the shore* instead!

Yes, its wrath was spent, and it gently played
With the pebbles near my feet;
And it seemed to say unto me that day
In a voice both clear and sweet:—

"Oh, distrustful heart! why so often look
At a trial you dread may come?
For that very wave may at last but end
In a sheet of silvery foam.

"For the storms of life are in loving Hands,
And though wind and wave may roar,
Some breakers change into ripples soft,
When they really touch the shore."

Thus the sea-wave sang; yet my thoughts ran on
To the fact that waves uprise
In the Christian's life to such heights at times
That they hide Heaven's sunlit skies.

Then I thought again—they will break, to find
That the Father's arms are cast
Right around His child, who need only rest
On the strength that holds him fast!

CHARLOTTE MURRAY.

FORETHOUGHT. — Forethought is thinking beforehand, being ready for what is to happen; so that if the unexpected should occur, preparation is made to meet the emergency. Forethought is pre-arrangement, most requisite for all success; it is carrying the mind forward to consider what will be required, making provision for the future, taking the right tools to the work, having every article ready at the time required for the house, table, office, occupation, or journey. In summer, providing meat for the winter. In youth, looking forward to the needs of old age. In health, being ready for sickness. Living now with a due regard to future needs. Acting in the present as knowing there is a great eternity beyond. Very often want of forethought is not a simple mistake, but wilful, blind wickedness, that reaps its own reward. The greatest of all sin is, when men will not prepare for the great eternal future.

LIVING IN SUNSHINE.—Our houses should be on the hilltops of cheerfulness and serenity, so high that no shadows rest on them, and when the morning comes so early, and the evening tarries so late, that the day has twice as many golden hours as those of other people. She is to be pitied whose house is in some valley of grief between the hills, with the longest night and the shortest day.

GOD'S CARE.—There was a beautiful engraving on the wall of the Matterhorn mountain. We were remarking that the wondrous works of God were not only shown in those lofty snow-clad mountains, but also in the tiny mosses found in their crevices. A friend present said: "Yes, I was with a party at the Matterhorn, and while we were admiring the sublimity of the scene, a gentleman of the company produced a pocket microscope, and

having caught a tiny fly, placed it under the glass. He reminded us that the legs of the household fly in England were naked, then called our attention to the legs of this little fly, which were thickly covered with hair," thus showing that the same God who made the lofty mountains rise, attended to the comfort of the tiniest of creatures, even providing socks and mittens for the little flies whose home these mountains were.—*T. Newberry.*

TRUE HEROISM.—It is nobler far to do the most commonplace duty, with a single eye to duty, simply because it must be done—nobler far than to go out of your way to attempt a brilliant deed, with a double mind, and saying to yourself not only—"This will be a brilliant deed," but also—"and it will pay me, or raise me, or set me off into the bargain." Do your duty first; it will be time after that to talk of being heroic.

"DEATH, OR DEEP WATER."—A vessel was once approaching Liverpool. Night was drawing near, the sky was cloudy, and there were tokens of a gathering storm. The captain did not seem to understand his business, and managed to get his vessel away down on the flats, where it was in imminent danger of being wrecked. A pilot started out to board the ship. He would have been glad to have avoided the job, but it was his turn, and he must go where duty called. The pilot-boat came alongside, and the pilot jumped into the chains, sprang on deck, and said to the captain: "What have you brought your ship down here for? Call all hands aft." They came, and he said, "Now, boys, it is death or deep water! Hoist the mainsail!" The men saw at once that there was work to be done, and a pilot on board who knew his business. They sprang to their places with a will, and by putting forth their best exertions they saved the ship. Are there not too many Christians who are out of the channel, and drifting on to the shoals of worldliness, and pride, and indifference; who need to hear the faithful pilot's voice, crying out, "Now, boys, it is death or deep water!" A mere theoretical knowledge of Divine things will never avail us when the night of wrath and the storm of judgment gather on the world. A dead faith will not save us from shipwreck. If we are to make the heavenly port we must find safer sailing than can be found among the shoals and quicksands of empty profession and religious formalism. Let us heed the pilot's voice, and endeavour, by God's grace assisting us, to launch forth into deep water, and make sure work both for time and for eternity. "Wherefore the rather, brethren, give diligence to make your calling and election sure."

LIFE.—Life is a book of which we have but one edition. Let each day's actions, as they add their pages to the indestructible volume, be such as we shall be willing to have an assembled world to read.

HYMN OF THE FISHERMEN.

By Sir SAMUEL FERGUSON, Author of "The Forging of the Anchor," &c.

TO God give foremost praises,
Who, 'neath the rolling tides
In ocean's secret places,
Our daily bread provides;
Who, in His pasture grazes
The flat fish and the round,
And makes the herring "maces"
In shoaling heaps abound.

Who, in the hour of trial,
When, down the rattling steep
The tempest's wrathful vial
Is poured upon the deep,
Gives courage, calm and steady,
Through every form of fear,
And makes our fingers ready
To haul, and reef, and steer.

Who, when through drift and darkness
The reeling hooker flies,
And rocks, in ridgy starkness,
Athwart our bows arise,
Prompt to the helm's commanding
Brings round the swerving tree,
Till, into harbour standing,
We anchor safe and free.

And, great and small sufficing,
In Nature's equal law,
That rules the sun's uprising,
And makes the mainsail draw,
Brings round His erring creatures
To seek Salvation's ways,
By laws surpassing Nature's—
To God give foremost praise.

THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.

"There is Sorrow on the Sea."

THE SOCIETY'S OBJECTS.

THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY was formally and responsibly INSTITUTED on the 21st FEBRUARY, 1839,* and thereafter—

[*The better to carry into effect the Society's charitable and benevolent Designs, for the benefit of the Seafaring Classes for whose welfare it was originally Instituted*, and—

Further to carry out the same by undertaking or promoting, as part of the Objects and Designs of the Society, not only the Objects and Purposes before sought and undertaken by it, but also ANY OTHER *Objects, Designs, or Purposes of a benevolent character, for the benefit and welfare of all and every or any of such Classes of Men, or those dependent on them*]—

duly INCORPORATED by "THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY" ACT OF PARLIAMENT, "13TH AND 14TH

* The disastrous storm in the Bristol Channel, in conjunction with some fearful calamities to fishing-boats, with great loss of life, on the North coast of Devon—which happened whilst there was still vividly impressed on the mind of the whole British Nation the remembrance of the wreck of the passenger steamer *Forfarshire*, on Hawker's Rock, in the Farne Islands, Northumberland, between the night of the 6th and the morning of the 7th September, 1838 (being the occasion of "Grace Darling's" daring deed of heroic rescue, with her father, in their coble-boat, from the Longstone Lighthouse)—led to the formation of "THE SHIPWRECKED FISHERMEN AND MARINERS' SOCIETY" during the ensuing winter, at a specially influential Public Meeting, held in the London Tavern, on February 21, 1839, as recorded.

VICTORIÆ, CAP. LXXIII.," with ROYAL ASSENT of 29th JULY, 1850, having—amongst all the Society's many other benevolent Functions and Operations, thus under Special Statute permissible to it as a Charitable Corporation—the following NATIONAL OBJECTS in view:—

I.—ASSISTANCE TO THE SHIPWRECKED.

To render Necessary Assistance, and Board, Lodge, Clothe, and Forward Home, *all* Shipwrecked Fishermen, Mariners, &c., or other Poor Persons, of all Nations, cast Destitute upon the Coasts.

II.—RELIEF TO MEMBERS.

To relieve Fishermen, Mariners, &c., *Members of the Society*, for Loss of their Boats or Clothes (by Shipwreck, Storm, or other Accidents of the Sea), and otherwise in their Need and Extremity; and also to relieve their Widows and Orphans, &c.

III.—RELIEF TO NON-MEMBERS.

To administer Relief to Others, and those Dependent on them, of the Seafaring Classes for whose benefit the Society was Instituted and Designed, *although not Members of the Society*, according to the Circumstances of the Case, &c.

IV.—REWARDS FOR SAVING LIFE.

To grant Gold and Silver Medals, and other Honorary or Pecuniary Rewards, for Heroic or Praiseworthy Exertions to Save Life, from Shipwreck, &c., on the High Seas, or Coasts of the Colonies.

The Society's foregoing National Objects, with the various other Functions and Operations devolving upon it, are carried out by the Central Executive in London, and about 1,200 Honorary Representatives and Agents of the Society, stationed on every part of the Coast of the United Kingdom, as well as Inland, Abroad, and in the Colonies—by whom, in direct co-operation with the General Committee of Management, the Society's immediate organised relief is personally extended, on an average, to between 12,000 and 13,000 individuals annually.*

THE SOCIETY'S PROCEEDINGS.

THE administration by the Society, as the one National Institution existing for the purpose, of the varied charitable aid embraced within the immense scope of its several National Objects, &c., necessarily involves a most comprehensive and very

* See the "Annual General Statistical Return" of the Society's Operations, as given at the commencement of "The Society's Work," under this Heading of "THE SHIPWRECKED FISHERMEN AND MARINERS' SOCIETY."

voluminous series of proceedings, of almost world-wide extent and bearing, fully to detail which, from time to time, would be entirely beyond the available limits of any periodical record.

Amongst many other similarly noteworthy and interesting references to the Society's Operations, however, the subjoined Announcements may here be given as having appeared in the columns of the Public Press, as shown, since the issue of the last Quarterly Number of this Magazine :—

RELIEF OF SHIPWRECKED SEAMEN.*

"ON Tuesday, June 17, eighteen shipwrecked seamen, being the "late crew of the s.s. *Venetia*, of London, were landed at South-"ampton by the s.s. *South-Western*, Captain F. E. Kemp. From the "statement of the master of the *Venetia*, it appeared that, when about "20 miles S. ¼ W. off Ushant, the s.s. *Foscalino*, of Sunderland, collided "with his vessel, striking her on the port side by the foremast. The "*Venetia* sank in five minutes : all the crew, with the exception of two "who were drowned, were picked up by the boats of the *Foscalino*, and "one afterwards died from exhaustion and injuries received. The *Fos-*"*calino* proceeded to Brest under great difficulty, the larger portion of "her cargo having to be thrown overboard to keep her afloat. Captain "Hodder, of the *Venetia*, spoke in the highest terms of the promptness "with which the master of the *Foscalino* lowered his boats to the rescue, "the first being in the water in less than five minutes. On Wednesday, "June 18, the Union Company's s.s. *Athenian* also landed at South-"ampton nineteen shipwrecked seamen of the s.s. *Bulli*, of Sydney, "which vessel ran on a reef, during a fog, on May 5 last, on Seal "Island, off Paternoster Point, becoming a total wreck. Both the above "crews were attended to, and forwarded to their homes in London, "Liverpool, and Glasgow, by the Honorary Agents of THE SHIP-"WRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY, at the "office in this town, and the master of the *Venetia* desired to express "his thanks to the same for the prompt manner in which this assist-"ance was rendered. The subjoined is a copy of a written statement, "duly signed by the crew of the *Bulli*: 'We, the undersigned members "of the shipwrecked crew of the s.s. *Bulli*, tender our thanks to Mr. "Lyons, Honorary Agent, and Mr. Hammerton, Forwarding Agent, of "The Shipwrecked Mariners' Society at Southampton, for so kindly "sending us by rail to our respective homes, more especially we not

* From "*The Southampton Times and Hampshire Express.*"

"being members of the said Society. We further promise to become "members as soon as we have means.' (Here follow the Signatures "of the crew.) It will be seen by the above that, in two days only, no "less than thirty-seven destitute, shipwrecked seamen have been landed "at this port, who but for the very generous relief given to them by The "Shipwrecked Mariners' Society, would have been left in their destitute "condition, and have become a burden to the town. It is to be hoped "that all those following a seafaring life belonging to Southampton "will join so useful a Society to themselves and others of their "calling."

THE SOCIETY'S MARINE ANEROID BAROMETERS.*

"THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENE-"VOLENT SOCIETY, on the recommendation of Mr. John Doull, "Fishery officer, its local Honorary Agent, have forwarded to "him an outside Aneroid Barometer for Eyemouth, and a similar "one for Coldingham Shore, and likewise other six, in handy, port-"able wooden boxes, for six skippers of Eyemouth boats, and two "for two Burnmouth skippers. The fishermen have got these instru-"ments on loan, and they are meant to be taken out to sea in their "boats. The outside barometers are set in neat oak cases, in which "there are also placed a thermometer, chart, and money-receiving-box, "in which the charitably-disposed can drop a coin now and again for "the benefit of the Society. The one sent for Eyemouth is put up on "a suitable site in the Saltgreens, a locality where a large number of "fishermen pass, who would find it inconvenient when going to sea to "proceed down to the north part of the town to look at the good old "barometer. This generous act on the part of this excellent and bene-"ficent Institution in making free loans of such useful and beautiful "instruments to the fishermen, shows the deep and feeling interest it "takes in the welfare and prosperity of the toilers of the stormy deep. "Due attention to the movements of the barometer is of the utmost "importance to fishermen, so certainly does it give timeous warning of "approaching storms. Bitter regret has often been expressed that the "alarming reading of the barometer on the morning of October 14, "1881, did not prevent our fishermen going out to sea on that fatal day, "many of them never to return."

* From "*The Berwickshire News.*"

PRESENTATION TO HONORARY AGENT.

"THE favourite little port of Sidmouth, Devon, has lately been "the scene of an interesting ceremony, on the occasion of the "presentation of a Testimonial to the local Honorary Agent of "THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT "SOCIETY, W. M. Floyd, Esq., who is also the Representative of The "Royal National Lifeboat Institution. So much had Mr. Floyd en- "deared himself to the fishermen and lifeboat-men of Sidmouth by "his many acts of kindness, and the great and lasting interest he had "always manifested in their welfare and that of their families, that "they at length determined on presenting him with a personal token "of their gratitude and esteem, in the shape of a very beautiful time- "piece, of most uncommon character, the design, a steam-engine, "originating, it is understood, from H.R.H. the Princess of Wales. "As, under the circumstances, peculiarly enhancing the already ex- "ceptional nature of this unique gift, it was further accompanied by "an illuminated list of the names of the subscribers, fifty in number, "this appropriate record itself being a veritable work of art, Persian "in design, by Mr. Thomas Duning, of Sidmouth. The formal pre- "sentation, which took place in the Fishermen's Reading-room, "gaily decorated with flags, amongst which those of The Shipwrecked "Mariners' Society and Lifeboat Institution prominently stood "forth, was made by Mr. W. D. Gill, the Acting Deputy Agent, who, "in a very telling speech, alluded, in feeling terms, to some of the "many ways in which their friend, Mr. W. M. Floyd, had ever sought "to encourage and to benefit those concerned in that day's proceedings; "and, in replying, evidently with deep emotion, Mr. Floyd heartily "thanked the subscribers for the most kindly sentiments they had "evinced towards him, saying he should always look upon that list "of names, as well as that timepiece, with very especial pleasure, and "would hand them down to his posterity as valued mementos of the "past."

THE CENTRAL HONORARY AND EXECUTIVE STAFF, AND LOCAL REPRESENTATIVES, &c.

SINCE the last announcement, and immediately following a special expression of most loyal sympathy tendered to Her Majesty the Queen, the Patron of the Society, on the occasion of the melancholy decease of His Royal Highness the Duke of Albany, K.G., the Com-

mittee of Management have had the sad duty to fulfil of recording their heartfelt condolences with the bereaved families of His Grace the late Duke of Buccleuch, K.G., President of the Society for Scotland, and of the Most Hon. the late Marquis of Donegall, K.P., a Vice-President of the Society, as also, more recently, with the family of the late Vice-Admiral Alexander Boyle, for some years past a valued member of the Committee itself.

While mourning the losses thus occurring upon the Society's roll, the Committee of Management have had the satisfaction of unanimously electing to seats upon the Board, Vice-Admiral Sir George O. Willes, K.C.B., in the room of the late Vice-Admiral Boyle, and Rear-Admiral Richard C. Mayne, C.B., to fill an existing vacancy.

AMONGST its 1,200 stations, &c., on the Coast, Inland, Abroad, and in the Colonies, as many as twelve fresh appointments of Local Honorary Representatives and Agents of the Society have, from death, change of residence, or other unavoidable cause, been rendered necessary since the previous reference to such alterations, in this Magazine. In recording their obligations, on behalf of the Society, to all those who had thus—in some instances for many years—so heartily laboured in furthering the Society's charitable work, the Committee of Management have specially had to deplore those changes occasioned by the decease of Honorary Representatives and Agents, as follows: Walworth—Rev. F. F. Statham, B.A., F.G.S.; and Marlborough—Mr. Joseph Norman.

THE SOCIETY'S WORK.

UNDER the subjoined "Annual General Statistical Return," as well as "Quarterly General Summary of Relief, &c."—comprising particulars of the Society's Work, in accordance with its several specified National Objects,* and various other Functions—will be found the interesting, and, in many respects, touching record of the Society's benevolent Operations on behalf of all the Seafaring Classes of Men, and those Dependent on them, both during the whole of the past year, 1883, with those preceding it, from the Society's first Institution in 1839, and since the issue of the last Annual or Quarterly Statements:—

* See the details given under "The Society's Objects," at the commencement of this Heading, of "THE SHIPWRECKED FISHERMEN AND MARINERS' SOCIETY."

ANNUAL GENERAL STATISTICAL RETURN.

ASSISTED, AND RELIEVED, &c.—UNDER "OBJECTS I., II., III."

SHIPWRECKED SUFFERERS—MEMBERS AND NON-MEMBERS, FOR LOSSES, AND IN SPECIAL DISASTERS AND DISTRESS—DEPENDENT WIDOWS AND ORPHANS, &c.	Last Year (1883)	12,458
	Previous Years	338,191
TOTAL NUMBER, FROM THE INSTITUTION OF THE SOCIETY, IN 1839		350,649

LIFE-SAVING REWARDS, &c.—UNDER "OBJECT IV."

HONORARY AND PECUNIARY REWARDS FOR SAVING LIFE	GOLD MEDALS.....	32
	SILVER MEDALS	314
	PECUNIARY AMOUNT,	£2,465
LIVES SAVED, FOR WHICH RECOGNITION HAS BEEN GRANTED		7,348

MARINERS, &c., PROVIDENTLY "SELF-HELPING"—UNDER "OBJECT II."

ANNUAL NUMBER (1883) CONTRIBUTING THE REGULATED SMALL YEARLY PAYMENT, TO THE SOCIETY'S FUNDS, AS "MEMBERS" * 53,500

QUARTERLY GENERAL SUMMARY OF RELIEF, &c.

THE total Number directly succoured or otherwise relieved, &c., by the Society's Central Executive in London, and by its Honorary Representatives and Agents in all parts of the United Kingdom, as well as Abroad, and in the Colonies—under the Society's respective National Objects—viz., I. "Assistance to the Shipwrecked;" II. "Relief to Members;" III. "Relief to Non-Members;" IV. "Rewards for Saving Life, &c."—was as follows, during the past Quarter, ending 30th June, 1884:—

SHIPWRECKED SUFFERERS—MEMBERS AND NON-MEMBERS, FOR LOSSES, AND IN SPECIAL DISASTERS AND DISTRESS—DEPENDENT WIDOWS AND ORPHANS, &c., &c.....	1,340

OF the many Honorary Agencies from which the more numerous claims embraced within these figures were received, the following (appending also the names of the Society's Local Honorary Representatives), with the Amounts allotted to each, may be specially mentioned, viz.:—Aberdeen (Mr. D. Mearns), £30; Dundee (Mr. Jno. Machan), £31; Hull (Mr. J. W. Day), £141; Liverpool (Thomas Hanmer, Esq.), £42; Middlesbro' (Mr. James Harris), £98; North Shields (Mr. G. French), £113; South Shields (Messrs. Crisp & Hails, and Rev. H. W. Farrar), £262; Sunderland (Messrs. R. Hudson & Sons), £39;—giving a total of £815 (out of the Quarter's Amount of £3,473, granted for these particular "Objects of the Society") issued during the past Quarter, at these Agencies and Seaports, &c., alone.

* This Number of Contributing "Members," here given, which is being largely added to from year to year, represents those Mariners and Fishermen, &c., of all grades, embraced within the scope of the Society's wide-spread efforts, as quoted in its published Prospectus, &c., for "Specially helping all the Fishing and Seafaring Classes providently to help themselves."

The following Special Awards of the Society's Barometer, &c., have been lately made for heroic or praiseworthy exertions, at personal risk, to Save Life from Shipwreck at Sea (in accordance with the Society's "Object IV."), viz.:—

RAMSGATE.—In case of the Smack *Laurel*, for rescue, in the Smack's boat, of the Captain (E. Ericksen) and Crew of seven men of the Norwegian brig *Telegraf*, of Krageroe, waterlogged, in the North Sea, during a gale, with very heavy sea running, on November 21, 1883:—

To the Master of the *Laurel*, WILLIAM PALMER—one of the Society's Marine Aneroid Presentation Barometers; and to the Master and other members of the Smack's Crew (EDWARD GIFFORD, Mate, THOMAS HURST, SAMUEL FERRETT, and WALTER PALMER), the Pecuniary Reward of Five Pounds.

[The Barometer awarded to the Master was enclosed in an oak case, and bore the following inscription: "To William Palmer, Master of the Smack *Laurel*, of Ramsgate, for Saving Life at Sea on the 21st Nov., 1883."]

SPECIAL CONTRIBUTION LIST.

COLLECTIONS, DONATIONS, LEGACIES, SERMONS, &c., ON BEHALF OF THE SOCIETY, RECORDED SINCE THE ISSUE OF THE LAST QUARTERLY STATEMENT.

LONDON.— Collecting Boxes:—			
SS. *Drummond Castle* (per Chief Officer)	0	2	8
SS. *Canada* (per Captain Robinson)	0	3	0
SS. *Cuzco* (per Captain Ridler)	1	15	9
Collection in St. Paul's Church Sunday School, Clerkenwell (per Rev. A. Styleman Herring, M.A.)	0	16	6
George Sturge, Esq.	10	10	0
Anonymous (Tottenham Post-mark)	1	0	0
,, (Gledhow-terrace Post-mark) ..	0	10	0
,, (London, S.E., Post-mark) ..	0	2	0
,, (Kensington Post-mark)	0	1	0
BLAKENEY. — Collection in Langham Church, after Sermon by Rev. J. M. Randall (per C. J. Temple-Lynes, Esq., Hon. Agent)	3	17	0
CHESTERFIELD.—Part Proceeds of Lectures at various places, given by E. M. Wrench, Esq., F.R.C.S., including sale of *Grace Darling* Boat Photographs	5	11	6
CONINGSBURGH, N.B.—Collections in Coningsburgh and Quarff Churches, after Sermons by Rev. George Clark (Hon. Agent)	1	10	6

FAVERSHAM. — Congregational Collections at a local Places of Worship, kindly arranged by the Mayor, Frederick Johnson, Esq., as undermentioned (per Captain T. M. Attwater, Hon. Agent):—			
In Luddenham Church, after Sermon by Rev. E. S. Wright, M.A.	1	1	0
In Alms Houses Church, after Sermon by Rev. H. E. Curtis, M.A.....	2	2	0
In Oare Church, after Sermon by Rev. H. F. Woolrych, M.A.	0	10	6
In Oare Wesleyan Chapel, after Sermon by Rev. Mr. Humphreys	1	0	8
In Bible Christian Chapel, after Sermon by Rev. R. Squires	2	8	7
In Wesleyan Chapel, after Sermon by Rev. A. A. Southerns	0	4	11
In Ospringe Church, after Sermon by Rev. Canon Griffin, B.D.	3	12	7
In Brents Church, after Sermon by Rev. Geo. Read, M.A.	1	10	6
In Baptist Chapel, after Sermon by Rev. A. Slack....	4	0	0
In Congregational Church, after Sermon by Rev. W. H. Hill, of Davington ..	10	10	0
The Gospel Mission Band ..	1	1	0
HULL.—Trinity House....	20	0	0
IPSWICH. — Odd Fellows' and Foresters' Amalgamated Fête Committee (per H. F. Baker, Esq.) ..	5	0	0
KESWICK.—Part Collection in St. John's Church, after Sermon by Rev. J. Newenham Hoare, M.A. (per Miss Tickell, Hon. Representative)	3	0	0
REIGATE.—Part Offertories for Missions, at Reigate Church, during the years 1883-4 (per H. Yerworth, Esq., Churchwarden)	2	11	5
RUGBY. — Collection in Church Lawford Church, after Sermon by Rev. David Wauchope, M.A. (Hon. Agent)	4	0	8
ST. ANDREW'S.—Collection in Episcopal Church on Christmas Eve last, by Rev. L. L. Tuttiett, Life Gov. (per Mr. Norman McLeod, Hon. Agent) ..	9	6	0
LEGACIES RECEIVED:—			
Mrs. Helen Blake	900	0	0
Mrs. Ann Budd	30	0	0
Captain E. W. Harris, H.M.I.N. (Dividend) ..	46	13	11
Miss M. E. Brenton	50	0	0
Captain John Mann	179	16	4
Mrs. L. M. Wyatt	25	0	0

THE YEAR, AND THE MONTHS.

1884.

[Jewish Calendar—5644-45. Mohammedan Calendar—1301-02.]

GOLDEN NUMBER—4: SOLAR CYCLE—17: DOMINICAL LETTERS —F. E.: JULIAN PERIOD—6,597: EASTER SUNDAY—APRIL 13: WHIT SUNDAY—JUNE 1: ADVENT SUNDAY—NOVEMBER 30.

THE SEASONS.

"*SPRING—Showery, flowery, bowery:*
SUMMER—Hoppy, croppy, poppy.
AUTUMN—Wheezy, sneezy, freezy:
WINTER—Slippy, drippy, nippy."

LINES ON FRENCH CALENDAR, 1793.

SPRING, March 20, Sun enters Aries, 5 A.M. | AUTUMN, Sept. 22, Sun enters Libra, 3 P.M.
SUMMER, June 21, Sun enters Cancer, 1 A.M. | WINTER, Dec. 21, Sun enters Capricornus, 10 A.M.
The EQUINOXES—at Spring and Autumn; and the SOLSTICES—at Summer and Winter.
ECLIPSE OF THE SUN (PARTIAL)—March 27, invisible at Greenwich.
ECLIPSE OF THE MOON (TOTAL)—April 10, invisible at Greenwich:
ECLIPSE OF THE SUN (PARTIAL)—April 25, invisible at Greenwich.
ECLIPSE OF THE MOON (TOTAL)—October 4, visible at Greenwich.
ECLIPSE OF THE SUN (PARTIAL)—October 18-19, invisible at Greenwich.

JULY.

"*July—Behind his back a scythe, and by his side,*
Under his belt, he bore a sickle circling wide."

SPENSER.

SUN.

1st DAY	Rises 3h. 49m.	Sets 8h. 18m.	15th DAY	Rises 4h. 3m.	Sets 8h. 9m.
8th DAY	Rises 3h. 55m.	Sets 8h. 14m.	22nd DAY	Rises 4h. 12m.	Sets 8h. 1m.

MOON.

8th DAY	Full Moon	10h. 10m. A.M.	22nd DAY	New Moon	0h. 54m. P.M.
15th DAY	Last Quarter	9h. 39m. P.M.	29th DAY	First Quarter	10h. 1m. P.M.

IN APOGEE, 4th DAY.....1 P.M. IN PERIGEE, 20th DAY.....7 A.M.

AUGUST.

"*The nearly ripe harvest, when the breeze blows,*
Now murmurs like the sea in its sleep."

BOOK OF DAYS.

SUN.

1st DAY	Rises 4h. 26m.	Sets 7h. 46m.	15th DAY	Rises 4h. 48m.	Sets 7h. 21m.
8th DAY	Rises 4h. 37m.	Sets 7h. 34m.	22nd DAY	Rises 4h. 59m.	Sets 7h. 6m.

MOON.

6th DAY	Full Moon	11h. 7m. P.M.	20th DAY	New Moon	9h. 54m. P.M.
14th DAY	Last Quarter	3h. 8m. A.M.	28th DAY	First Quarter	3h. 42m. P.M.

IN APOGEE, 1st DAY.....4 A.M. IN PERIGEE, 16th DAY.....5 P.M.
IN APOGEE, 28th DAY.....11 P.M.

SEPTEMBER.

"*Thy country's fields around thee gleam*
In sunlight and in joy."

HEMANS.

SUN.

1st DAY	Rises 5h. 15m.	Sets 6h. 44m.	15th Day	Rises 5h. 37m.	Sets 6h. 18m.
8th DAY	Rises 5h. 26m.	Sets 6h. 29m.	22nd DAY	Rises 5h. 48m.	Sets 5h. 56m.

MOON.

5th DAY	Full Moon	10h. 56m. A.M.	19th DAY	New Moon	9h. 37m. A.M.
12th DAY	Last Quarter	8h. 17m. A.M.	27th DAY	First Quarter	10h. 21m. A.M.

IN PERIGEE, 10th DAY.....6 P.M. IN APOGEE, 25th DAY.....6 P.M.

FRONTISPIECE.—"The Shipwrecked Mariner."—OCTOBER 1884.

SHIPWRECKED.

No. CXXIV. VOL. XXXI.

THE SHIPWRECKED MARINER

"There is Sorrow on the Sea."

Quarterly Maritime Magazine.

OCTOBER, 1884.

Published under the Auspices of "The Shipwrecked Mariners' Society."

YARNS BY AN OLD TAR.

IV.

IT is upwards of forty years since I was second mate of the ship "*C*——," of 706 tons register, engaged in loading a cargo of pine timber and deals at Munn's Wharf, in Quebec. I had been for seven years in this ship, and, with the exception of one voyage to this same port, had been constantly in the Indian and Australian trades, and took badly to the laborious work incidental to timber droguing.

Upon the day on which my story begins my duties were to attend to the slinging of the logs of timber, and for this service I was stationed on the raft, under the timber ports in the stern. We had just turned to, after the dinner-hour, when, during the interval of slinging and sending in of a log of timber, I noticed one of the tree-nail heads a little started, and on giving it a tap with the small axe, used for knocking out the timber dogs, to my surprise it went right in. I at once made a plug with a piece of deal a little larger than the

hole, trying to plug the hole up, but the plank was so rotten that the plug would not hold. Getting alarmed, I called the carpenter, who stopped it up, as well as he was able, with a piece of felt and about a square foot of sheet lead. I was very uneasy about this discovery, as I felt sure the whole of the ship's counter was in the same rotten state; so I talked the matter over with the mate, who, however, advised that we should keep it quiet.

We had had a very fair share of pumping for the last voyage or two, and the whole of our crew had deserted soon after our arrival. Accordingly, after filling up the hold, and taking two heights of 13-inch timber on deck, we hauled off from the wharf and anchored in the stream, in order to collect a crew. For this purpose we had to apply to the crimps, who would bring the sailors off as they could get them, and generally in a state of intoxication, and without a rag of clothes. We were compelled to keep a strict watch over the men, for each one had had his run-money paid to the crimps on being delivered on board, and it was a well-known fact that these gentry would have the fellows back, and ship them again, if they had half a chance.

We had a good part of our crew on board by the Saturday night, and on the Sunday morning, being in charge of the deck, while walking on the poop with the old Custom-House officer, I observed a boat dropping down past the quarter, with two boatmen in her, and an old sail lying carelessly over her thwarts. The officer remarked to me, "There are some of your men in that boat, depend upon it." "Nonsense!" I said, "the boat has never been near the ship." "That may be," he replied, "but they drop down ahead of the ship where they are not seen, and the men get into the boat from the martingale." I took no more notice at the time, but when we served out the grog at noon I found that two of the best men had really gone, and the mate was disposed to blame me, which made me feel not a little annoyed, as I knew how angry the captain would be. I determined, therefore, to have the men, if possible. So, lowering one of the boats, the carpenter and steward took me ashore, although the mate had strongly advised me not to venture, urging, "It is as much as your life is worth to go amongst the seamen's boarding-houses on such an errand; but," he concluded, "if you do go, bring me back a bottle of Friar's Balsam,"—a medicament, I may remark, which was cheap at

Quebec, and much prized in cases of cuts and wounds among the sailors.

Starting, then, on my mission, I landed at the Cul de Sac, and, instead of going to any of the boarding-houses, went direct to the sergeant of police, a certain Mr. Brady, well known at that time in Quebec as a smart officer, and told him what had happened. He asked me several questions as to what the runaways were like, &c., and mustering his men, we started off on our tour of inspection, visiting several of the worst houses in the lower town of Quebec. The keepers

QUEBEC.

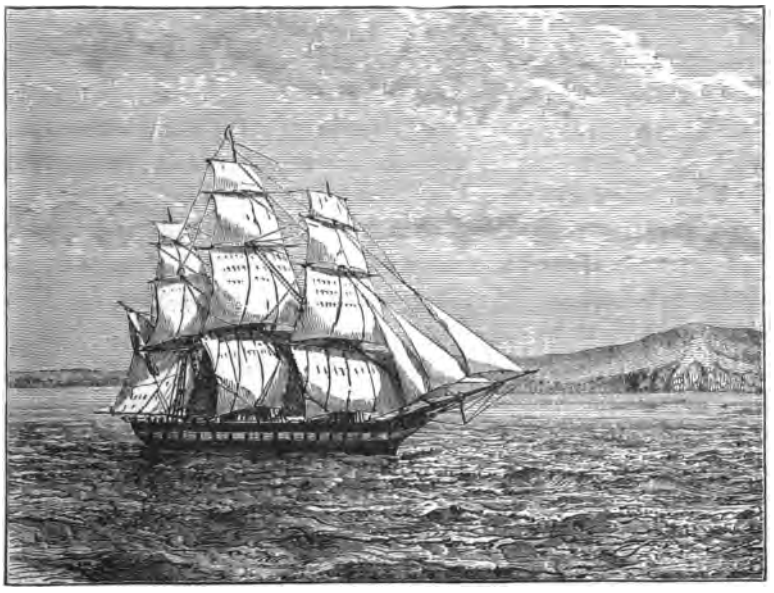
of these dwellings were very civil to Brady, but I could see by their looks that it was fortunate for me I was in such good company. We had overhauled six or seven of these houses, and seen some dozens of sailors, without success, and were about giving it up as a bad job, when the sergeant said, "There is just one other place, and if they are not there, I can help you no more." So we went to a small house, close to one of the wharves. There were several men there, and amongst them two of our original crew, father and son, who were at once handed over to the police. We then proceeded upstairs, and,

looking into several empty rooms, came at length to one room the door of which was locked. The landlady, who had followed us upstairs, said to Brady, "There is an invalid in that room, ill in bed, whom you surely would not disturb!" He insisted, however, upon the room being opened, when, true enough, there was the invalid, and in bed; yet not a sign of our fellows, and I was moving away, when the sergeant called in two of his men, and signed them to turn up the bedding. This being done, without incommoding the occupant very greatly, four legs were quickly discovered between the bed and mattrass, which we found, upon further inspection, to belong to our two deserters, who were thereupon handcuffed together, and without delay marched off to the police-station, the sergeant and myself following.

It was a fine summer evening, about six o'clock, when we had the captured thus safe in the station, and I remembered the Friar's Balsam I was to get for the mate. Before leaving Sergeant Brady I asked him where I could best procure it. He told me of a shop about half a mile away, but added, "You had better take a constable or two with you, for, depend upon it, you're a marked man." But I thought there was no need, as the distance was not great. I easily found the shop, bought two bottles of the Balsam, and was coming away, when I noticed one of the crimps watching me; so I hailed a passing calash, and jumped in, putting my two bottles under the seat, and telling the driver to make for the police-station. I think we had gone some two hundred yards, when, suddenly, I felt my throat tightly grasped from behind, and my antagonist trying his utmost to drag me out backwards. I found myself being suffocated, but struggled to keep my seat. In this extremity, I remembered the Balsam, and, putting down my hand, just succeeded in grasping one of the bottles by the neck, then, turning half-way round and raising it, struck the fellow with all my might on the forehead, breaking the bottle into a thousand pieces. I need not say he released his hold, and, with a yell of agony, dropped into the road. I scarcely think he was much hurt, though the Balsam running into his eyes would be very painful. I did not stay to comfort him, but drove right on to my destination, and slept at the station all night, going off to the ship the next morning in the police galley. This, I expect, was the first time that Friar's Balsam was ever put to such a use, while the result was certainly most satisfactory.

We filled up our complement of men during the next three or four days, and proceeded down the river with a fine westerly breeze, that soon ran us to the banks of Newfoundland, nothing of interest taking place, except that we had to pump the ship out every two hours, which, with the old-fashioned break, was very hard work, and trying to the men in their state of debility and destitution.

Having now relieved the deck at 4 a.m., the ship being under all studding-sail, with a fresh westerly wind, before I had been many minutes up I noticed a heavy bank of clouds rising rapidly in the



IN FULL SAIL.

south-west. The mercury had fallen, and every indication of dirty weather prevailed. We took in all the small sails; but the wind increased so rapidly, that by six o'clock we were reduced to whole top-sails, and the ship being in dreadful confusion with the studding-sails and gear lying about the deck-load, while the gale still gained in fury, I by this time thought it wise to call the captain up. This I did, and he gave orders, "All hands reef top-sails!" We got the fore and mizzen top-sail yards down and reef-tackles hauled out, when the port main top-sail sheet parted in the quarter-block and unrove from

the yard-arm, and before we could get it clewed up the sail was split to ribbons. We got the remnants secured as quickly as possible, and were coming down from aloft when the ship broached to in a tremendous squall. The jibboom snapped off at the cap, the ship laying with her lee rail in the water, and the sea breaking over her fore and aft. The fore-sail, a brand new sail, held on, and we quickly hauled the fore-yard forward and stowed the mizzen top-sail, and again got her before the wind.

It was noon before we got the fore top-sail and the fore-sail reefed, and the gear cleared up a little, and we had then to direct our attention to the pumps, which had been standing for eight hours. All hands turned to with a will, working both pumps, spell and spell, for two or three hours. The captain gave orders for the well to be sounded, and told the carpenter off to do so. He returned with the report, "Only three feet of water in the hold." So one watch was sent below to get some breakfast; but the forecastle being completely gutted, with the chests broken up or washed out, the men were obliged to go to the cabin, and a miserable appearance they presented, not one of them with a dry thread, and perhaps not a pair of shoes amongst all.

I was again in charge of the deck, and could not help remarking how differently the ship was behaving. She did not seem to rise at all to the seas, which broke over her continually; and it was with difficulty the men stood by the pumps. Feeling very uneasy, I watched my chance, and, pushing off the slide of the after hatch, got down to the lower deck, when, to my horror, I found the water just over the top of the supply tanks, showing that there was about thirteen feet of water in the ship, instead of three feet, as reported by the carpenter. By this time the deck-load had begun to rise and work adrift, several of the logs washing into the rigging and overboard, putting the men in constant danger of being killed or injured. It appeared so evident that the ship would be waterlogged, that we determined to get provisions into the tops; and this we did, but, fortunately, the gale began to take off again. The carpenter now rigged a weegee, so that all hands could work at the pumps with much less fatigue, and we soon found that by constant work we could just keep the water from gaining.

The wind kept right aft, and, having set the main top-sail, top-

gallant sail, and royal, we kept on our course for Liverpool, and, strange to say, the wind followed us all the way to Point Lynas, when we hove to for the pilot. We found, when we brought the ship to the wind, she was so crank that she was in danger of capsizing, and the pilot altogether refused to take her in charge; so we steered after the cutter until we got a tug, and towed into the Mersey, drawing twenty-five feet of water—the heaviest draft that up to that time had ever entered the river. We anchored in the Sloyne, and as soon as possible got some shore gangs off to the pumps, all hands but the mate, steward, and myself, going ashore.

I had the first watch that night till midnight, at which time I called the mate, and went down to sleep on the cabin table, but was awakened by falling off on to the settee. Getting through the skylight, I found the ship on her beam ends, almost high and dry; and on heaving in the chain we found that the anchor had unstocked, and that the ship had drifted ashore.

This was the last voyage I went in the old ship "*C——;*" but I afterwards heard she was sold, had a coat of paint, new pumps, and was fitted out for passengers to New York. The Government Emigration Agents, however, interfered, and the ship subsequently sailed, in ballast, for Quebec or St. John's. Whether she went ashore, or broke up at sea, I forget; but she never arrived home again.

D.

THE NAUTILUS.

LIGHT as a flake of foam upon the wind,
Keel-upward from the deep emerged a shell,
Shaped like the moon ere half her horn is filled;
Fraught with young life, it righted as it rose,
And moved at will along the yielding water.
The native pilot of this little bark
Put out a tier of oars on either side,
Spread to the wafting breeze a two-fold sail,
And mounted up and glided down the billow
In happy freedom, pleased to feel the air,
And wander in the luxury of light.
Worth all the dead creation, in that hour,
To me appeared this lonely Nautilus,
My fellow-being, like myself, *alive.*

JAS. MONTGOMERY.

GREAT GALES.

(By a Fellow of the Royal Meteorological Society.)

"On the passive main
Descends the ethereal force, and with strong gusts
Turns from its bottom the discoloured deep.
Through the black night that sits immense around,
Lash'd into foam, the fierce conflicting brine
Seems o'er a thousand raging waves to burn.
Meantime the mountain-billows to the clouds
In dreadful tumult swell'd, surge above surge,
Burst into chaos with tremendous roar,
And anchor'd navies from their stations drive,
Wild as the wind across the howling waste
Of mighty waters."

Thomson.

XII.

(*Continued from page* 167.)

OUR last chapter ended with a brief account of a heavy gale which worked great destruction on the continent of Europe, as well as in the British Isles, during four days, namely, from November 19 to 23, 1824; and before we proceed further we may mention that at Brighton that gale demolished forty houses, and did much damage to the chain pier, which had been finished just twelve months before.

We may note, also, that a hurricane occurred at the Mauritius on February 23, 1824, that above thirty vessels were wrecked there, and that the readings of three barometers have been preserved by Captain

T. Locke Lewis, R.E. These readings are of interest in showing the gradual descent before the hurricane, and the regular ascent after it (See Reid, p. 161).

1825. In February there were some heavy storms and very high tides on the eastern shores of the North Sea. On the night of the 3rd, the flood tides at Bremen, on the Aldenburg side of the Weser, exceeded by two feet the tide of 1717.

1827. A hurricane was experienced in Italy in July. The valley of the Arno (or of the Serchia) appears to have been flooded. It was reported that the whole country from Giovanni (near thirty miles S.E. of Florence) to Reggio was like a sea. Two-thirds of the town of Gallicano was destroyed, and one-third of the inhabitants perished in the waters. Many ships were lost on the Italian coast, and one with sixty-two passengers, few being saved.

On August 17 there was a hurricane in the West Indies, severely felt in the Virgin Isles.

1828. Jan. 13. A storm was felt at Plymouth, when thirteen vessels went on shore, causing great loss of life.

Feb. 18. On the coast of Spain there was a heavy gale, and between 160 and 180 sail of merchantmen were lost near Gibraltar.

Dec. 7. At Brighton "a tempest and hurricane" (Sawyer).

1829. April 28. A violent wind was felt this day in London and its vicinity. Much damage was done to the craft in the river, and some lives were lost.

Aug. 3. Heavy thunderstorms occurred over the country, especially in the north. In Perthshire the storm was extremely violent. At Duplin Castle (Aberdalgie) from 300 to 400 trees were blown down, and other serious damage was done.

Aug. 27. There was a storm of wind and rain in the north of Scotland, even more severe than that of the 3rd and 4th. Bridges were broken down and lands flooded. The people were seen everywhere abandoning their houses and wading through the water, and cattle were swept away.

Between Aberdeen and the Grampians the damage was very great; the loss of the Duke of Gordon alone being £30,000. At Scone 250 trees met a similar fate. For several miles around Crieff the woods exhibited a most mangled appearance, thousands of trees being torn up by the roots. A bridge over the Lossie was a heap of ruins;

Rothe's bridge was broken down; and a splendid bridge which crossed the Spey at Fochabers was destroyed.

All the bridges of the Dee (except one near Aberdeen) were swept away.

It is remarkable that four great inundations occurred in Scotland at intervals of thirty years—namely, in 1738, 1768, 1799, and 1829.

1830.* In August there were two severe storms or hurricanes encountered by H.M.S. *Blanche*, which sailed from Cuba on August 12, on her way to Halifax. The first storm was heavy at St. Thomas' on the night of the 12th—13th. Mr. Redfield traced the course of this hurricane, and showed that it "passed northerly, and, touching the American shore near Cape Hatteras, raged with great fury at each locality for about forty hours, as it swept the great central curve of their coasts; and it passed from thence over St. George's Bank, in a north-east direction."

The *Blanche* appears to have passed to the eastward of the storm about the 19th, and then felt another gale from E.N.E. on 23rd (when to the westward of the Bermudas), which gale increased to a violent hurricane on the 25th, but moderated on the 27th,† and was followed by westerly breezes.

In September calamitous floods occurred in the neighbourhood of Enniskillen, but we have no details as to a gale.

Nov. 20. "A dreadful hurricane took place this day at Galway and in its neighbourhood. For the last hundred years the town has not been visited with severer affliction or greater loss of life and property."

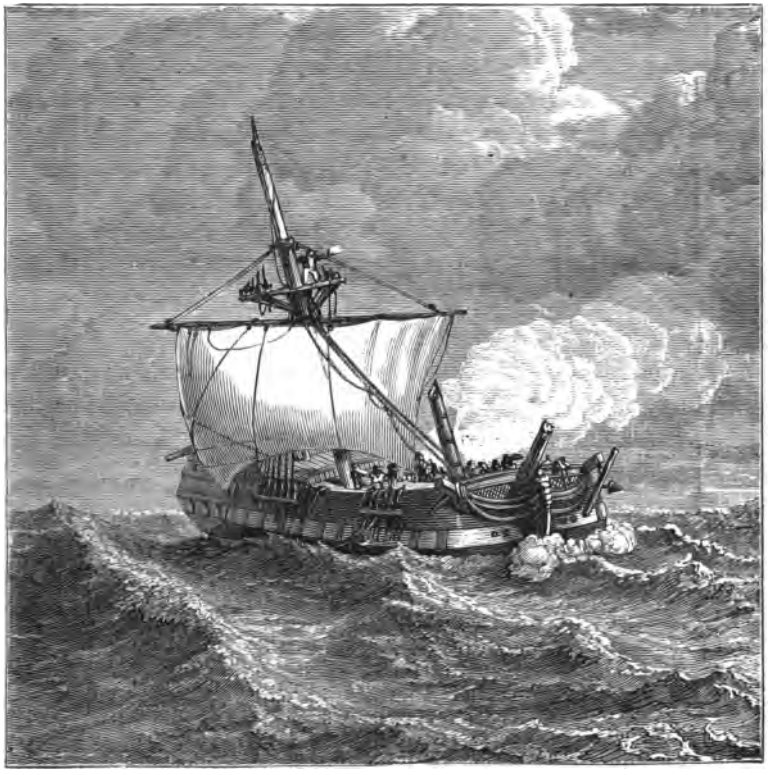
The storm was at its greatest height at four a.m., the waves of the Atlantic exerting a terrific force. An English schooner was forced from her moorings and escaped destruction by cutting away both masts; another belonging to Galway was forced past the rocks and carried into a potato field, and was there left high and dry. The battlements of the bridge of Oranmore were swept away, and fourteen bodies, mostly of strangers, were taken up in that neighbourhood. Houses were unroofed and windows blown in, in all directions. The

* This year was remarkable for the appearance of large spots on the sun: one was estimated as being 28,500 miles across, and another above 34,000 miles, so that a maximum sun spot period appears to have set in.

† The ship's log is given in Reid's "Law of Storms."

entire offing for miles around was literally strewn with the wreck and fragments of ships and boats.

1831. January. "During a storm the remaining part of Kilnsea church, which had been a conspicuous object from the Holderness coast, near the entrance of the Humber, gave way, and was swallowed up by the sea."*



AFTER AN ATLANTIC GALE.

Feb. 4. In London the barometer was down to 29·08 inches; there was rain with high wind.

June 17. Parma was visited by a hurricane and terrific hailstorm. Between Parma and Borgo-San-Donino (18 miles to the W.N.W.) there were thirty villages ruined.

* See, also, "Idylls of the Sea," p. 176, vol. xxx. of this Magazine.

Aug. 10 and 11. A most destructive storm began at Barbados just before midnight on August 10, but it did not reach St. Vincent till seven o'clock the next morning, therefore its rate of progress was only ten miles an hour. From this, and similar facts, Colonel Reid concluded that the destructive power of hurricanes is due to their *rotatory velocity*, and not to their progressive movement.

Colonel Reid, R.E., was sent out by the British Government to superintend the reconstruction of buildings demolished by this hurricane, and was two and a half years on the work. He says: "My attention was first directed to the subject of storms, from having been employed at Barbados in re-establishing the Government buildings blown down in the hurricane of 1831; when, from the violence of the wind, 1,477 persons lost their lives in the short space of seven hours."

The account published at Bridgeton (the capital of the island) shortly after the occurrence, is so graphic that we are tempted to make the following quotation from it *:—

"After midnight the continued flashing of the lightning was awfully grand, and a gale blew fiercely from the north and north-east; but at 1 a.m. on Aug. 11 the tempestuous rage of the wind increased; the storm, which at one time blew from the north-east, suddenly shifted from that quarter, and burst from the north-west *and intermediate points*. The upper regions were from this time illuminated by incessant lightning, but the quivering sheet of blaze was surpassed in brilliancy by the darts of electric fire which exploded in every direction. At a little after two, the astounding roar of the hurricane, which rushed from the north-north-west and north-west, cannot be described by language. About three the wind occasionally abated, but intervening gusts proceeded from the south-west, the west, and west-north-west, with accumulated fury. . . . . Fiery meteors were presently seen falling from the heavens. . . . . The strongest houses were caused to vibrate to their foundations, and the surface of the very earth trembled as the destroyer raged over it. No thunder was at any time distinctly heard. The horrible roar and yelling of the wind, the noise of the ocean—whose frightful waves threatened the town with the destruction of all that the other elements might spare—the clattering of tiles, the falling of

* See Reid's "Law of Storms," p. 24, *et seq.*

roofs and walls, and the combination of a thousand other sounds, formed a hideous and appalling din. No adequate idea of the sensations which then distracted and confounded the faculties can possibly be conveyed to those who were distant from the scene of terror." The writer then describes the sea as witnessed at dawn, rolling in gigantic waves on the shore: "It was an undulating body of lumber, shingles,* staves, barrels, trusses of hay, and every kind of merchandise of a buoyant nature. Two vessels only were afloat within the pier, but numbers could be seen which had been capsized or thrown on their beam-ends in shallow water."

The *centre* of this storm appears to have passed a little north of Barbados and St. Vincent, to the south of St. Lucia, and, according to Mr. Redfield, across Hayti, Cuba, and then, recurving northward, struck the southern states of North America.†

Oct. 12. A hurricane (? whirlwind) passed over a considerable portion of Thorndon Park, near Brentwood, Essex, in a sweep of about 150 yards in breadth. "In a circle of nearly 40 yards' breadth, whole trunks of trees, huge limbs and branches, with immense masses of earth, lay on the ground in wild confusion, mingled in such a manner that it was impossible to count the number of trees destroyed."

Oct. 31. A hurricane in the Bay of Bengal is said to have flooded 150 miles of country by the mouths of the Ganges, and to have destroyed 800 villages and 10,000 persons.

1832. Oct. 7. A storm at the mouth of the Ganges, described as not of long duration, but almost terrific from the appalling violence of the wind. According to the log of the ship *London*, the barometer fell two inches between 8 a.m. on the 6th and 6 p.m. on the 7th.

1833. May 21. A very severe storm occurred at the mouth of the Ganges. The East India Company's ship *Duke of York* (from which this is called the Duke of York's hurricane) was carried a great distance inland and wrecked. It is said the barometer fell 2½ inches.‡

"The tide rose at the mouth of the river (Hooghly) more than 12 feet above the ordinary springs of the season, sweeping over the land

* Shingles, or split blocks of wood, used as tiles for roofs.

† A like storm occurred in 1780. See p. 272, vol. xxx., of this Magazine.

‡ At 8 a.m. the barometer read 29 inches, but at 11.30 a.m. was down to 26½ inches, with the temperature at 80 degrees in both cases.

more than the eye could reach, destroying all the bunds and villages, with the population and cattle. At the lower station of Hidgelee and Balasore, the tide rose several feet higher than in the gale of October, 1831. The ground was strewn with the wrecks of houses, trees, and dead bodies."

Oct. 15. A terrific gale at Brighton. The chain pier was partly destroyed by lightning. There was great loss among the shipping in the Thames and other parts of England. In the winter of 1833-34 numerous shipwrecks occurred on the coasts of England, Scotland,

BRIGHTON, WITH CHAIN PIER.

and Ireland, as well as on both sides of the Channel, and on the shores of the German Ocean, to the extent of 100,000 tons.

1834. Jan. 20. A hurricane at the Mauritius; S.E. by E. wind, in very violent gusts, with heavy rain.

This storm was encountered by the ships *Duke of Buccleugh* and *Asia* on the 22nd. At noon the wind was from S.S.W., according to the log of the former ship, which, from the fury of the gusts, lay over on her beam ends, labouring heavily, and shipping great quantities of water. The *Asia* was 90 or 100 miles nearer the Mauritius than

the *Buccleugh*, and for sixteen hours kept running before the storm, and so sailed *away* from the vortex of the cyclone. On the 23rd the storm in its southerly progression had outstripped the ships, and both were left "behind the gale," with S.W. and W. breezes. The *Buccleugh* had serious damage to her spars and sails.

Oct. 18. A storm on the coasts of Great Britain caused great damage to shipping.

1835. Jan. 11 to 17. The ship *Boyne*, on her voyage from Bombay to London, encountered a heavy gale in Mozambique Channel. This storm appears to have crossed the north part of Madagascar; Colonel Reid concludes so from the fact that a Glasgow ship experienced similar weather to the east of that island. From this circumstance Mr. Thom thinks it exceedingly probable that the storms of that locality are formed to the north-east of Madagascar in about lat. 10° S., and he supposes the source cannot be much further to the east, bearing in mind "*the fact that tempests are absolutely unknown at the Seychelles group of islands.*"

Jan. 31 to Feb. 3. Another storm in the Indian Ocean. The ship *Neptune*, on her homeward voyage from Calcutta, encountered the hurricane when a few degrees east of the Island of Rodriguez. The storm began with a heavy swell from S.W., and wind from N.E. The ship was taken aback by a squall from N.W., with much rain.

The full force of the gale was felt on Feb. 2, the wind E.N.E. At 6 a.m. the foretopmast and jibboom were carried away. At seven o'clock the maintopmast went over the side, and after that the sea made a complete breach over the ship, the water in the well increasing. Happily, the gale abated about 3 p.m., or rather, the ship being disabled, she was left behind by the tempest, which proceeded in a south-westerly course.

Feb. 19. A violent gale was experienced at Brighton, as recorded by Sawyer.

Oct. 6. Yarmouth, Norfolk. We have no details of a heavy gale occurring at this date, but the record of an act of *heroism* performed in the effort to save life at sea in *squally* weather, and of a *feat of swimming*, which, we think, has never been surpassed, if it were ever equalled. We are indebted to Nall's "History of Yarmouth" for this account.

Samuel Brock, with nine other beach-men, put off in a yawl to

relieve a Spanish ship in distress, twelve miles to the eastward. Four men were placed on board the ship to assist at the pumps, and the rest returned. A sudden squall upset the yawl, and all perished except Brock, who, after cutting away his trousers, frock, and waistcoat, boldly struck out. It was half-past six in the evening, the nearest land six miles distant; it was dead low water, and he calculated that the flood tide setting south would take him at least fifteen miles before the ebb could assist him; some hours elapsed, he succeeded now in getting away his heavy laced boots. The moon rose nearly at the full. The swell of the sea carried him over the Cross Sand ridge, until he reached the buoy of St. Nicholas' gat, nearly opposite his own door, but four miles away. He had been five hours in the water, and here was something to cling to. But he felt that if he got upon it the night air would kill him, so he left it and swam for the land. The sea gulls mistaking him for a corpse (the reader will understand that this man had *to float* as well as swim), marked him for their prey and gathered round him. After being seven and a half hours in the water he hailed a collier brig, the *Betsy*, in Corton Roads; he was taken on board at half-past one in the morning, and was landed at Lowestoft.

A subscription was raised for the widows and children of the men lost in the yawl (as to which it will be of interest to note that "THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY" did not then exist, being established just four years after this event), but Brock nobly refused to participate in the benefit.

S. H. M.

REFLECTIONS ON THE OCEAN.

VAST ocean! beautiful art thou
In calm and tempest.—Now calm reigns o'er thee;
Serene and quiet is thy glossy brow,
Thou glorious mirror of the Deity!
And how sublimely grand art thou, when He,
In foaming characters, upon thy face
Writes His almighty anger! Thou proud sea!
Art the wide page—the chosen tablet-place,
On which He chooses His tremendous wrath to trace!

M. A. BROWNE.

ANNALS OF THE SEA.*

A STORM is the time for deepening the sense of human weakness and helplessness, and for strengthening the feeling of dependence on Him who is "mightier than the waves of the sea." Some of the best and bravest sea captains that ever trod the quarter-deck have been the most God-fearing men and truest Christian heroes.

Here is an extract from the narrative of Sir James Ross, describing a time of extreme peril in his celebrated Antarctic Expedition. It was in 1841, March 7th, when the *Erebus* and *Terror* had reached the farthest point possible in the Southern seas :—"We found that we were fast nearing a chain of bergs so closely packed together, that we could distinguish no opening through which the ships could pass, the waves breaking violently against them, dashing huge masses of pack-ice against the precipitous faces of the bergs ; now lifting them nearly to their summit, then forcing them again far beneath their water-line, and sometimes rending them into a multitude of brilliant fragments against their projecting points. Sublime and magnificent as such a scene must have appeared under different circumstances, to us it was awful, if not appalling. For eight hours we had been gradually drifting towards what to human eyes appeared inevitable destruction ; the high waves, and deep rolling of our ships, rendered towing with boats impossible, and our situation was the more painful and em-

* By kind permission, from "*SEA PICTURES—Drawn with Pen and Pencil.*" By JAMES MACAULAY, M.A., M.D., Editor of "*The Leisure Hour.*" London : THE RELIGIOUS TRACT SOCIETY, 56, Paternoster-row, &c.

barrassing from our inability to make any effort to avoid the dreadful calamity that seemed to await us. . . . We were now within half a mile of the range of bergs. The roar of the surf, which extended each way as far as we could see, and the crashing of the ice, fell upon the ears with fearful distinctness; while the frequently averted eye as immediately returned to contemplate the awful destruction that threatened in one short hour to close the world and all its hopes and joys and sorrows upon us for ever. In this our deep distress we called upon the Lord, and He heard our voice out of His temple, and our cry came before Him. A gentle air of wind filled our sails; hope again revived; and the greatest activity prevailed to make the

THE "EREBUS" AND "TERROR" AMONGST ICEBERGS.

best use of the feeble breeze. As it gradually freshened, our heavy ships began to feel its influence, slowly at first, but more rapidly after a time; and before dark we found ourselves far removed from every danger. . . .

There is in all the annals of the sea no incident more grand and touching than the death of the brave old Arctic explorer, and gallant sea-captain, Sir Humphrey Gilbert, brother-in-law of Sir Walter Raleigh. On the return home, the largest ship, "the admirall," named the *Delight*, went down, with nearly a hundred men. Then came the great storm, and the scene that everyone has pictured to

himself, of the little *Squirrel*, of ten tons, carrying the admiral's flag, tossing like a bubble on the huge Atlantic swell. Then the noble old knight refusing to forsake his "little company" for the larger ship. Then the red stormy sun, as it set, shining on the labouring bark, and the gray, gentle old man "sitting abaft, with a booke in his hand." Then the last brave quiet words, "Courage, lads! we are as near heaven by sea or by land." Then the dark night, and in the morning the waste of tossing water once more; but no ship, and no Sir Humphrey Gilbert! The people in the other vessel, the *Hind*, kept a long and anxious look out, but in vain. It was on the 9th of September that Sir Humphrey was seen for the last time. On the evening of that day the storm had so far abated that the vessels were near together, so near that the memorable words of the commander were heard by those on board the *Hind*, as well as by his own crew. In the night the lights of the little *Squirrel* suddenly disappeared. She must have foundered from the damage encountered in the storm. The other ship arrived at Falmouth, through much tempest and peril, on the 22nd of September.

The American poet, Longfellow, has written an ode which has attained celebrity, but we confess that the product of imagination seems to us poor, compared with the noble heroism that appears in the plain prose narrative. Only two of the stanzas we quote:—

"Alas! the land-wind failed,
And ice-cold grew the night,
And never more on sea or shore,
Should Sir Humphrey see the light.

He sat upon the deck,
The book was in his hand,
'Do not fear! heaven is as near,'
He said, 'by water as by land.'"

THE DYING SEA BOY.

MOTHER, I have longed to see thee,
While sailing on the distant main;
I've longed to look upon those eyes,
And hear thee speak again.

How often have thy silvery tones
Come with the sounding voice of waves,
And seemed to me like music soft
From Ocean's coral caves!

I've thought of this sweet woodland cot,
Those sweeping hills and gentle streams;
And each fond memory of home
Hath come to me in dreams.

And now that I have seen them all,—
Have heard thy last fond blessing sighed,—
Oh! I would die upon the sea;
Yes—where my father died!

I love these scenes of early youth,
They're fair, and very dear to me;
But oh! they're not my spirit's home—
They're not my own blue sea!

Fair are earth's flowers—the cypress boughs
Around our native churchyard wave;
And wild flowers spring, and daisies grow,
On every quiet grave.

But I would sleep my last long sleep—
Not where the roses bloom;
For shells, with coral branches red,
And seaweeds weeping o'er my head,
Should form the sailor's tomb.

THETIS.

REMINISCENCES OF A HURRICANE.*

"The day is low'ring—stilly black
Sleeps the grim wave, while heaven's rack,
Dispers'd and wild, 'twixt earth and sky
Hangs like a shatter'd canopy!"

MOORE.

IN taking up the last Number of *The Shipwrecked Mariner*, the first thing my eye rested on, strange to say, was the following passage, under the head of "Great Gales—1818":—

"There was a hurricane at the Mauritius on February 28 and March 1. "H.M.S. *Magicienne*, then at Port Louis, and forty other vessels, went on "shore or sunk."†

Now, as I was a midshipman belonging to the aforesaid frigate, I recollect much of what occurred at the time, some few jottings about which may possibly be interesting. Indeed, the occasion was one involving too much disaster to be easily forgotten, the number of actual casualties to craft of every kind reaching, I should say, if my memory serves me right, a total of fifty-six in all.

The *Magicienne* was moored in the Trou Fanfaron, an inner harbour fitted as a place of safety for shipping during the hurricane months. She had six cables ahead—two fastened to anchors buried above high water mark—and five cables astern, while her topmasts were struck,

* By Captain the Hon. Francis Maude, R.N., Chairman of THE SHIPWRECKED MARINERS' SOCIETY.

† See the Number of this Magazine for July, 1884, page 160.

and the yards were down, when the hurricane took her abeam, snapt some of the cables—all hemp in those days—and, dragging the anchors with others, laid her on her "beam ends" in 12 feet of water, her usual draught being 18 feet. We had afterwards, as the result, to clear everything out, and heave the vessel down for repair.

Many of the extraordinary occurrences which took place I am almost afraid of mentioning, for fear of the accounts being considered mere travellers' tales, or old sailors' yarns; but one or two I must narrate.

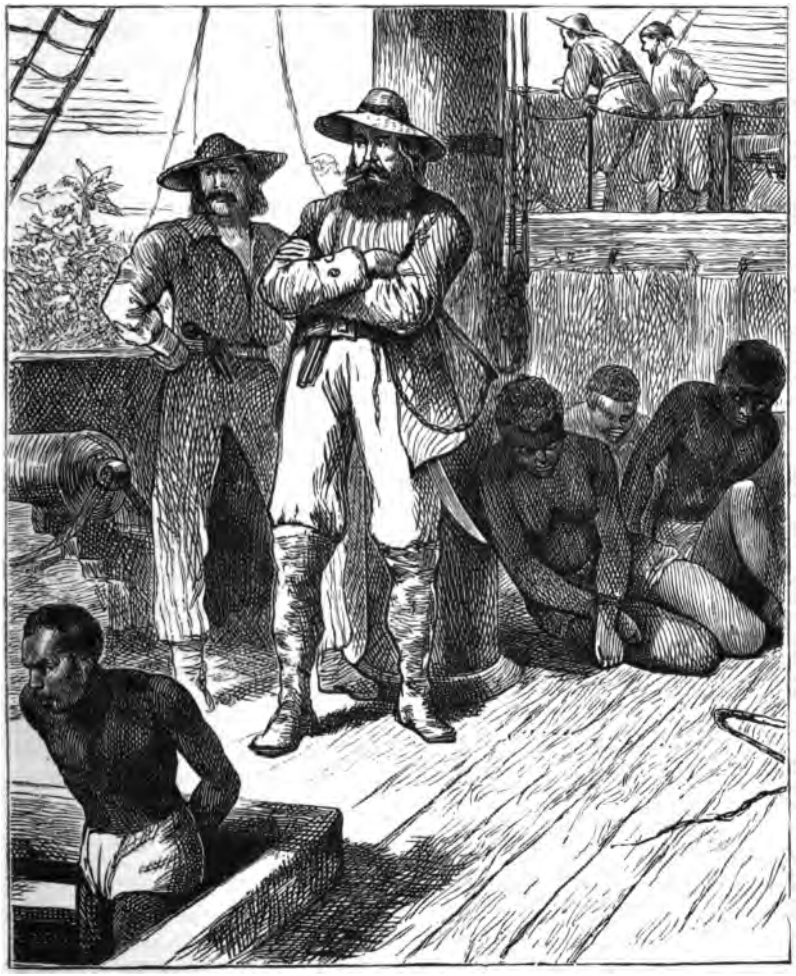
For instance, one of the ill-fated ships concerned was found driven up so high on shore, that it was subsequently not considered worth the expense of digging a channel out for her, or floating her by other means.

To show, again, how local the hurricane seemed to be—for the present advanced knowledge regarding the laws of storms did not then exist—when the Harbour Master gave notice of the approaching gale, as indicated by the sudden and deep fall of the mercury in the barometer, all the vessels in the harbour got out extra anchors and cables, except *two*, which had their royal yards across, and were quite ready to sail. One of the captains of these, who knew the island well, determined to start, and get off the land before the gale really commenced; and we heard afterwards that this ship escaped uninjured, while the other, which did not set sail, was completely wrecked. Also, as a further apparent proof to us of the merely local action of the hurricane, I may perhaps add that, the Island of Bourbon being only 100 miles west of Mauritius, there was of course frequent communication between them; but about a fortnight altogether at this time elapsed before any craft went to Bourbon, and on inquiry, then, why the usual boat had not been sent from Mauritius, the reason was given, and the date mentioned, at once eliciting the remark that it certainly *did* look on the day in question rather dark in that direction, though still not enough to cause anxiety or alarm.*

For myself, during the exact period of the hurricane, I was detached from the *Magicienne*, up a little creek on the west coast,

* It may be noted that the trace of the course of this particular storm has now been accurately determined, showing that it certainly did not strike the Isle of Bourbon. The hurricanes of the Indian Ocean, indeed, do not often strike that Isle, but before they reach the latitude of Mauritius begin to *recurve* to the S. and S.E.

in the *St. Jacques*, a three-masted lugger of about 120 tons, which we had lately taken, with 100 slaves from Madagascar, they being stowed away like herrings, and six of them found dead when we



ON BOARD A SLAVER.

came to land them at Port Louis. We had likewise chased a slave schooner, which ran on shore, and all on board had escaped; but the vessel was unfortunately sunk, and our business was to clear her out, and save her if possible. The bay where the schooner

lay, however, was seven miles from the *St. Jacques*, and we had to walk over that distance and back every day, with our arms and provisions, and whilst there we were employed diving and slinging casks, &c., in the hold (I was, I may observe, very fond of diving in those days, having lately been in the Persian Gulf, where the pearl divers, of celebrity, were frequently to be seen); so the work was not a little arduous.

More assistance being required, accordingly, for this special service, our captain (J. B. Purvis) ordered a lieutenant with a boat's crew to join us from the *Magicienne*. On the way, they touched at Great Black River, south of Port Louis, where a French gentleman resided, who foresaw the hurricane, and strongly urged the officer to stop there for the night, advising him to haul up his boat, secure her to a large tree, and fill her with stones; which being done, the next morning not a vestige of tree or boat was visible.

Meanwhile, the *St. Jacques* herself, as I have said, was up a little creek, or rather the mouth of a small river, fastened—I will not say *secured*—to trees; when, the gale having so increased that the hawsers commenced to snap as the trees were swept away, and the current, charged with the fallen timber, began to drift us towards the sea, the lieutenant in charge, hurrying out in his night-clothes, suddenly jumped on shore to see if any further security could be found, but only to return in a few seconds, completely stripped by the wind—to our great amusement. We managed at length to secure the vessel, however, and shortly returned to Port Louis, where the *Magicienne* still was; our sunken prize, the slave schooner, I need scarcely recount, having been, of course, dashed to atoms during the fearful night.

FRAS. MAUDE.

THE SEA AND ITS PERILS.

"Oh, many a bark, to that breast grappled fast,
Has gone down to the fearful and fathomless grave;
Again, crash'd together the keel and the mast,
To be seen tost aloft in the glee of the wave!"

SCHILLER.

CASUALTIES AT SEA.

A BLUE-BOOK just issued on sea casualties to British vessels, from July 1, 1882, to June 30, 1883, contains the Report of the Marine Department of the Board of Trade, signed by Mr. Thomas Gray, Assistant Secretary, as follows:—

WRECKS AND CASUALTIES TO VESSELS BELONGING TO THE UNITED KINGDOM.

The total number of vessels to which casualties occurred (total losses and serious and minor casualties) was 5,409. This is higher by 111 than last year (1881-2), when it was 5,298, and higher than any year since 1876-7, when it was 5,801. The number of total losses was 810 (tonnage, 277,490). This is lower than the previous two years—1881-2, 906 (tonnage, 290,287); 1880-1, 956 (tonnage, 282,679) but higher than in either of the four years preceding. The decrease in the last two years is in sailing vessels (classed and unclassed) and in unclassed steamships. There is, however, a large increase (25 per cent.) in the total losses of classed steamships. Such losses show a steady annual increase from 55 (tonnage, 40,871) in 1876-7 to 121 (tonnage, 101,193) in 1882-3, only broken in 1877-8, when the number of ships was the same (55) but the tonnage 2,266 less. Last year (1881-2) the number was 97 tonnage, 76,788). The number of serious casualties not amounting to total osses was 1,268, and was lower than any of the previous six years,

except 1879-80, when it was 1,253. The decrease is entirely confined to sailing vessels. The number of steamships (571) to which serious casualties occurred is larger than in any of the previous six years, and the tonnage of the vessels affected is nearly 150,000 more than in 1876-7. From 1878-8 there is a steady annual rise in serious casualties to steamships from 406 in 1877-8 to 571 in 1882-3. In 1876-7 they were 493. The loss of life in vessels belonging to the United Kingdom was 2,501 in 1882-3, or 776 less than in 1881-2, but was more than the loss in each of the five years preceding 1881-2, and was 331 more than the average for the six years. Of these 2,501 lives, 1,463 were lost in missing vessels. The number of missing ships was 152, viz.: Sailing ships, 133; tonnage, 82,995; lives lost, 1,080; steamships, 19; tonnage, 14,626; lives lost, 383—total lives lost, 1,463.

Wrecks and Casualties to Vessels belonging to British Possessions Abroad.

The total number of vessels to which casualties occurred (total losses and serious and minor casualties) was 1,047. This is less by 50 than last year, and less than in the years 1878-9 and 1876-7, but more than in the years 1880-1, 1879-80, and 1877-8. The number of total losses was 374 (tonnage, 69,157). This is lower than the year 1881-2, which was 397 (tonnage, 88,137); is also lower than in the years 1878-9 and 1876-7, but is higher than in the years 1880-1, 1879-80, and 1877-8. There were 29 steamers lost, which was more than in any of the six years preceding. The serious casualties not amounting to total loss were less than in the year 1881-2, more than in the year 1880-1, and less than in any of the four preceding years. The loss of life was 411 in 1882-3, or 290 less than in 1881-2, 173 less than in 1880-1, 210 less than in 1878-9, 172 less than in 1877-8, and 442 less than in 1876-7, but was more by 152 than in 1879-80. Of these 411 lives, 168 were lost in 27 missing vessels, all of which were sailing, and of the aggregate tonnage of 3,493 tons.

British and Colonial Vessels Summary.

The total number of vessels to which casualties occurred (total losses and serious and minor casualties) was 6,456. This is higher by 61 than last year, when it was 6,395, and higher than any year since 1876-7, when it was 6,958. The total number of casualties to these 6,456 vessels was 6,924, or 90 more than to 6,395 ships in the year 1881-2. The number of total losses was 1,184 (tonnage, 346,647). This is lower than the last two years—1881-2, 1,303 (tonnage, 378,424); 1880-1, 1,310 (tonnage, 348,186)—but higher than in either of the four years preceding. This decrease is in sailing vessels (classed and unclassed) and in unclassed steamships. There is, however, a large increase (25 per cent.) in the total losses of classed steamships. Such losses show a steady annual increase from 56 (tonnage, 41,082) in 1876-7 to 125 (tonnage, 103,140) in 1882-3, only broken in 1877-8, when the number of ships was the same (56) but the tonnage was about 2,000 less. Last year (1881-2) the number was 100 (tonnage, 77,650). The serious casualties not amounting to total loss were less than in any of the six previous years. The decrease is only in sailing ships. The number of steamships, 607, to which such casualties occurred is larger than in any of those years, and the tonnage of

the vessels affected is nearly 150,000 more than in 1876-7. From 1877-8 there is a steady annual rise in serious casualties to steamships from 430 in 1877-8 to 607 in 1882-3. In 1876-7 they were 534. The loss of life was 2,912 in 1882-3, or 1,066 less than in 1881-2, 11 less than in 1880-1, and 139 less than in 1876-7; but 757 more than in 1879-80, 848 more than in 1878-9, and 460 more than in 1877-8. Taking the average of the previous six years (2,770), the number for 1882-3 exceeds it by 142. Of these 2,912, 1,631 were lost in missing ships. The number of missing ships was 179—sailing ships, 160; tonnage, 36,488; lives lost, 1,248; steamships, 19, tonnage, 14,626; lives lost, 383—total lives lost, 1,631.

THE STORMS OF THE PAST QUARTER.

IN commencing our usual quarterly review of the storms which have affected the British coasts, we must at the very outset state that there were no gales at all during the past three months which could well be dignified by that name. Once or twice the wind rose to a force that was decidedly trying to some of the smaller yachting craft which at this season of the year stud our shores; but at no time did it exceed the strength of what the sailor would call a capful of wind. For the interest of our report the fact may, perhaps, be regretted; but all who "go down to the sea in ships," or whose friends are fated to pass their lives upon the restless deep, will breathe a sigh of relief when they learn that at no time throughout the quarter have the lives of ocean voyagers been placed in much jeopardy.

Amongst such shipping casualties as have more recently occurred, however, two maritime disasters have, in an especial manner, harrowed the feelings of the British public. The ghastly tragedy connected with the loss of the little vessel, the *Mignonette*,* is still *sub judice*,

* The *Mignonette* was a little cutter of 33 tons register, of the old, substantial cruising type. Purchased to go to Sydney as a yacht, she duly put to sea from Southampton on the 19th May last, manned by Thomas Dudley as captain, Edwin Stephens as mate, Edmund Brooks as seaman, and a boy, aged 17, named Richard Parker. Yachts much smaller than the *Mignonette* have, before now, made a good passage to Australia; and doubtless the crew felt little apprehension, though their task was certainly venturesome. Down to Madeira the voyage was prosperous enough, and in favourable weather the *Mignonette* steered out of Funchal Roads for the "Trades." She had got down to about 28° S. of the Equator when the first days of July brought her a succession of storms, and she was finally caught in a gale, raising tremendous seas, and foundered, on July 5, in the South Atlantic. The unfortunate crew had only time to get into the small dinghy, in which they

and we are therefore unable to refer to it in detailed measure. Suffice it to say, that the terrible event has brought home to the mind of the landsman a very vivid idea of the awful reality of the dangers and extremities which surround and overtake the sailor in his perilous calling, and has excited a degree of sympathy for the unfortunate boat's crew of shipwrecked mariners, which, even if misplaced, as some would have us believe, has at all events been invested with that "touch of nature" which "makes the whole world kin." In the case of the other disaster referred to, the matter-of-fact ordeal of a court-martial will, with grim unpleasantness, leave us no reason to doubt whether the loss of the gunboat *Wasp*,* with at least fifty lives on board, was really due or not to careless seamanship. Without question, no gales, or even fogs, prevailed to render the navigation of a dangerous coast unusually hazardous, and the frightful casualty, in all probability, will simply be officially found to afford another instance of the folly of undue confidence. Seeing that those who were apparently responsible for the catastrophe have paid the penalty of an unhappy mistake with their lives, it would, however, be unwise to dwell further upon so sad a chapter in our naval history.

Taking the little storms of the quarter in chronological order, it appears that the first of them occurred on the 9th of July, when a definite but shallow barometrical depression advanced towards the south of Ireland. Pressure being relatively high to the eastward of us, the disturbance was unable to approach very close to our shores, but it came sufficiently near to occasion a slight south-easterly gale in the south-west of Ireland. Between this date and the 16th other disturbances of a similar character appeared in the same locality, so that a considerable increase of wind from between south-east and south-west was frequently reported on exposed parts of our western coasts. Each, depression, however, finding that it could not advance further eastwards, passed away over the Atlantic, and the wind at no time rose to the force of a fresh gale.

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drifted about for twenty-four days, when they were rescued by a German barque, the *Montezuma*, of Hamburg, and subsequently landed at Falmouth. During the time in the boat, they suffered the most awful privations, and in their extremity the captain, on the twentieth day, killed the youth who escaped along with them, thereby for four days more sustaining the lives of the survivors.

* This lamentable disaster, the sinking of the vessel after striking on an outlying rock, occurred in the early morning of Monday, September 22, off Tory Island, on the north coast of Donegal. H.M.S. *Wasp*, Lieutenant and Commander John D. Nicholls, was a composite screw gunboat, of 465 tons, carrying 4 guns, with a crew of officers and men usually numbering 58—the whole of whom (including the Commander), with the exception of six men saved, and the Surgeon and Engineer on leave at the time, perished within a few minutes.

The latter part of July was very quiet, and so was the greater part of August, but on the 2nd of the last named month a shallow depression skirted the west coasts of Ireland and Scotland, occasioning fresh south to south-west gales at some of the more exposed ports. On the 15th a similar occurrence took place, with heavy falls of rain in some of the western districts.

The month of September was much less quiet. Between the 3rd and the 5th a depression of gradually increasing intensity advanced across France in a north-easterly direction, passed northwards over the North Sea, and finally travelled away in a north-westerly course to the northward of Scotland. The winds experienced with this system were not particularly violent; but in the Bay of Biscay a fresh south-east to north-west gale was felt on the 3rd and 4th, and in Holland a fresh east gale blew on the latter date, while at the same time a moderate north gale prevailed at Yarmouth. As the depression approached the south of Norway the easterly gale was reproduced in that locality, while on the 5th a moderate northerly to north-westerly gale was felt in the north and north-east of Scotland. A more striking peculiarity of the depression was, however, the very large amount of rain which accompanied its progress. As the centre passed over France, amounts varying between one and two inches were measured, while in the south-east of England the rainfall reached the unusual quantity of from two and a half to four inches. The phenomenon in all probability attended the passage of the disturbance over the German Ocean; for, when its centre swept by the south of Norway, over half an inch of rain was measured at some stations, while on the 5th, when the depression passed near the Shetlands, an inch and three-quarters fell at Sunburgh Head. Whether the heavy rainfall was caused by, or whether it was merely the effect of the increasing depth of the system, is more than it is possible to say; but an examination of previous examples shows that the phenomenon of heavy rain with a deepening depression is by no means unusual. The disturbance of the 3rd to 5th had no sooner passed away from our shores before a fresh depression was seen to be approaching, and in the course of the ensuing forty-eight hours a system of greater intensity travelled in an almost due easterly direction across the northern parts of Ireland and England. This disturbance occasioned a fresh south-west to west gale in the English Channel, and a strong west to west-north-west gale in North Wales and the north-west of England. Heavy rain also accompanied the progress of the storm centre; but the amounts were nothing like so large as in the case of its predecessor. For some time after this there was a run of quiet weather, and, with the exception of a very slight south-easterly gale in

Cornwall and the south of Ireland on the 16th of September, nothing occurred of any importance until the 25th. About this time a series of depressions, each of which was more serious than the last, appeared on our coasts, so that for some days the weather in the west and north was in a very rough, unsettled condition. The first disturbance passed along the west coasts of Ireland and Scotland on the night of the 25th, occasioning a moderate to fresh south to south-west gale over Ireland and the west coasts of England and Scotland. The second depression, which was rather more extensive and important, travelled in a very similar course on the following evening, and in this case the gale was felt not only on our western coasts, but also in the north of Scotland. The third and concluding disturbance swept along the west of Scotland on the morning and afternoon of the 30th, and produced strong southerly gales over the whole of Ireland, Scotland, and the West of England.

Any notice of the gales which affected other than the British coasts scarcely comes within the ordinary scope of our review; but, at the same time, it may be of interest to state that on the 11th of September, when we Britons were experiencing fine, quiet, anticyclonic weather, a depression of considerable depth passed over Iceland, occasioning great loss not only to the fishing craft, but also to the Norwegian trading vessels in the vicinity.

It will have been noticed, that although a series of gales commenced on the 25th of the month, the period immediately preceding and following the equinox was unusually free from storms. In a paper read at one of the conferences in connection with the Health Exhibition, Mr. Robert H. Scott, the Secretary to the Meteorological Council, and whose name is so well known as appended to the daily published weather forecasts, showed very conclusively that the popular notion respecting equinoctial gales is, like many of our old cherished beliefs, founded upon fiction. As a matter of fact, storms are not quite so likely at either of the equinoxes as at other periods of the year. According to Mr. Scott, the dates on which storms are most likely to occur are January 1, January 18 and 19, and the four day period lasting from October 18 to 21; while other likely dates are November 10 and 20, January 24 to 26, and February 26.

F. J. B.

*** The timely aid and relief to the shipwrecked sufferers themselves, or the suddenly bereaved and distressed dependents, directly or indirectly afforded, almost without exception, by THE SHIPWRECKED MARINERS' SOCIETY in London, and its 1,200 local Honorary Representatives and Agents at Home, Abroad, and in the Colonies, will be found included in the General Statistics of the Society's Work, as given, under the Society's Heading, at the end of each Number of this Magazine.

MARITIME NOTES.

"The Sea! the Sea! the open Sea!
The blue, the fresh, the ever free!"

PROCTER.

"Thou glorious mirror, where the Almighty's form
Glasses itself in tempests!"

BYRON.

BEAUTY OF THE OCEAN.

THE loveliness of the products of the ocean in form, in colour, and in grace, is quite equal to that of the land; indeed, it is superior. No product of the organic world, no result of animal life is at all equal, by general consent, to the pearl, and yet the pearl is but a product of an animal living in the ocean depths—the far-famed pearl oyster.

The pearl, though the best known and chief of the gems of organic life in the deep, is by no means alone. The corals are other lovely creatures of the deep, themselves utterly unrivalled by any product of organic life on land.

Lovely as pearls and corals are, there is a vast, almost an infinite variety in beauty of tint and form in the shells of ocean molluscs. It is curious that the mollusca of the land are by no means, for the most part, striking for beauty. The mollusca of the deep rival in loveliness the flowers of earth's gardens, only their colours do not fade in a night, but years, nay (with care), for centuries after the death of the animals their shells retain their exquisite tints and graceful forms; they are, as it were, the flowers of the deep, only almost fadeless and immortal flowers.

But it would be unfair to represent the true vegetation of the deep as without beauty and as utterly inferior to the vegetation of the land. The common idea of "seaweed," as a sort of brown mass without beauty, is unfair. Algæ are of all colours. To be seen in perfection, they have to be seen in health, living and flourishing in the pools or shallows of the sea. Few gardens, even in May or June, afford such exquisite variety of hues as a sea-pool full of algæ and anemones will sometimes present, even in our northern latitudes. In warmer climes the ocean is even yet more gorgeous. The tropical seas are famed for their beauties—beauties more visible because illumined by a brighter sun and sky than our cold northern seas, and moreover oftener seen in calm weather. Nothing can exceed the grandeur of the tropical seas of many ocean regions, among which the West Indies are especially famed.

Of the living creatures of the deep, the most splendid, perhaps, are neither the plants nor the corals, but the anemones, which, however, have to be seen in health and vitality. Fortunately the aquaria at the South Kensington Exhibition, Brighton, Westminster, and elsewhere, are familiarising even those who dwell inland with these living gems of the animal world.

If the land, then, is beautiful in its gardens, its woodlands, its forests, its mountains, the ocean, also, has its magnificence—a magnificence such as was dreamt of in many an antique and fantastic fable of the mermaid palaces, or the submarine glories of coral and mother-of-pearl, and which in real, sober fact is equal at times to the loveliness of terrestrial scenes, though naturally on a small scale, as only a little can be seen of it by man at a time. Yet the forms and even the tints are distinct from the beauties of the land: there is a vast diversity as well as an integral unity in Nature.

Rev. W. S. Lach-Szyrma, M.A.

COURSE SIGNAL SYSTEM.—What appears to be a very perfect system of marine signalling has been developed into practical shape by Captain W. B. Barker (who has for some years past devoted himself to the question), as "The A B C Course Signal System." The apparatus consists of three main parts—namely, a horizontal dial plate, an indicator and bell, and a foghorn, all three being in communication. The dial, which has on it a fixed index always pointing ahead, is placed on the bridge, and is under the control of the officer in charge. The dial plate can be revolved either to port or starboard, and on it are engraved the cardinal points of the compass and the principal sub-divisions. This part of the apparatus is connected with the indicator, which is fixed in

the wheel-house in a vertical position, immediately in front of the steersman, who requires no other guide than the index on it. When the officer in charge wishes to alter his course—say to port—he gives the bridge dial a slight turn. This strikes one bell in the wheel-house, which tells the steersman to port his helm, the precise course he is to steer being indicated to him on the dial in front of the wheel. This dial has the cardinal points of the compass and twelve sub-divisions marked on it. Instantaneous communication is thus established between the officer and the helmsman in a direct manner, and there is no risk of any mistake, as there is in the verbal transmission of the word. But, beyond this, the course the vessel is steering can be simultaneously and automatically indicated to ships in her vicinity, in a fog or at night, by means of a foghorn, which is fixed on the deck, and is also connected with the dial apparatus on the bridge. This foghorn consists of a cylinder, having a plunger worked by a rack and suitable gearing, and being fitted with a series of cams and a valve to admit air. The horn is mounted on the top of the cylinder, and, on the mechanism being operated, air is compressed and afterwards released by a series of cams, which cause the air to escape intermittently through a valve, and so out through the horn. The signals consist of long and short sounds in various combinations, which are reduced to a simple code of eight signals, giving the approximate course for the 32 points of the compass. Upon the officer turning the bridge dial the foghorn is locked to the code signal for the particular course to which the ship has been altered, and it instantly emits the signal, which indicates to all other vessels within hearing the exact course she is steering. Moreover, the signal also indicates whether the ship signalling is a steamer or a sailing vessel, for the system can be applied to either. Captain Barker has the full-size apparatus fitted up at his offices, No. 62, Holborn-viaduct, London.

FIGHT BETWEEN A DOG AND FISH. —The *Northern Ensign* Herring Circular tells a curious story. Rover, known in Pulteney as the "pilots' dog," went to sea from Wick in the boat *WK.* 954. While the boat was going out of the bay it was with the greatest difficulty that Rover could be restrained from leaping overboard after the seagulls that were calmly resting on the water. One morning, while one of the crew was engaged with the handline, the dog took a seat alongside, and with sparkling eyes watched the fish as they were successfully brought into the boat. All at once two large saithes or coal fish were hooked, but while the one was being taken in the other escaped. Rover, seeing this, immediately bounded over the bulwark, dived after the runaway, and seizing it by one of the fins, brought it to the surface. Then a most exciting fight took place. The fish was by no means willing to be caught in such a novel way, and with one blow from his tail compelled the dog to relax his hold. No sooner did the fish find itself at liberty than it dived below, but only to appear again at a little distance. Rover a second time renewed the attack, but the saith used the same weapon to such advantage that his assailant was again forced to retreat. The dog, not

willing to return to the boat without the company of his opponent, although by this time somewhat exhausted with the struggle, a third time sprang at his victim, and gripped the back fin in such a manner that the fish became completely powerless. Rover, now glorying in his well-earned success, brought the fish to the boat.

MARINE BORERS.—A most interesting lecture has been recently delivered at the Edinburgh Forestry Exhibition by Professor M'Intosh, in which he called attention to the serious damage inflicted upon submarine woodwork by marine borers. Among the most destructive of this class are the crabs known as the *Cheluria terebrans* and the *Limnoria lignorum*, or Scotch gribble, of which the former is the most mischievous, as being able to make larger and more oblique excavations. The ravages made by the gribble in the fir beams that supported the beacon on the Bell Rock were described by Mr. Robert Stevenson a long time ago, the rate of destruction being an inch a year. It was thought the gribble paid attention only to timber, but it is now known that it is equally unremitting in its attentions to the sheaths of guttapercha and other materials which protect submarine cables. Great as are the ravages of the gribble, they are surpassed by those of the *xylophaga*, a very small bivalve occupying a position between the stone and rock-boring *pholas* and the wood-boring teredo. The tunnels which the latter made into timber were of astonishing length, varying from one to two feet in the common teredo, to three feet in the case of the great teredo. Up to the present time no wood has been found capable of resisting the attacks of these little creatures; and although various remedies have been tried in the shape of immersion of the wood in silicated lime, bitumen, and creosote, by forcing them under great pressure into the tissue, the latter material was the only one which had been found to be efficacious, while mechanically nothing short of metallic sheeting protects the timber. On the other hand, the Professor pointed out that the borers were frequently useful in their proper place, and particularly in the case of drifted timber and old wrecks, which would be very dangerous to navigation were they not rapidly disintegrated by the action of the teredo. The subject is one that is worthy of very close attention at the hands of those scientific men who would be connected with the marine laboratories now being established.

HOW A CASSOWARY FISHES.—Some of Mr. W. Powell's natural history notes in his "Wanderings in a Wild Country" (New Britain) are curious. He had heard that the cassowary often falls a prey to the alligator, and, though at first incredulous, he one day witnessed an interesting occurrence that may very possibly account for it. "I saw," he tells us, "a morroop (cassowary) come down to the water's edge, and stand for some minutes apparently watching the water carefully. It then stepped into the river where the water was about three feet deep, and, partially squatting down, spread its wings out, submerging them, the feathers being spread and ruffled. The bird remained perfectly motion-

less; I also noticed that the eyes were closed, as if asleep. It remained in this position for fully a quarter of an hour, when, suddenly closing its wings and straightening its feathers, it stepped out on to the bank, where, shaking itself several times, a quantity of small fishes fell from under the wings and from amidst the feathers, which were immediately picked up and swallowed. The fishes had evidently mistaken the feathers for a description of weed that grows in the water along the banks of the rivers, and much resembles the feathers of a cassowary, and in which the smaller fish hide to avoid the larger ones that prey on them. I think it would have been very easy for a crocodile to seize the bird while thus in the water."

WATERSPOUT OFF THE ENGLISH COAST.—"At Southwold, on July 20," writes a correspondent of *The Times*, "I witnessed with the greatest interest the formation and decline of the huge waterspout off that coast, that has been briefly alluded to in the papers of the last day or two. The waterspout itself was not the only curious phenomenon of the day, for the eccentric behaviour of both clouds and wind had engaged our attention for at least an hour before the waterspout formed. In front of dark masses of clouds that moved slowly seawards were several light vapourous cloudlets, if such a word be admissible, that seemed to detach themselves from these masses, and then careered across the sky, now in one direction, now in another, frequently crossing each other with extraordinary rapidity. All this time the wind on shore was no more settled than the sky, and it would have been unwise to hazard an opinion as to its direction lest it should have blown diametrically opposite before you had finished speaking. The general current of the clouds, however, was seawards. The black masses gradually passed from over the land and became united, showing a clearly defined edge some distance above the horizon. From this edge a thin streak of cloud like a black rocket suddenly descended obliquely and struck the sea four or five miles from the shore. For the first few minutes the line thus formed swayed from side to side with the currents of wind. It then became too massive to be thus affected, and appeared a gigantic pillar of water standing perpendicularly between sea and sky. The force with which the volume of water fell into the sea must have been terrific, since the foam and spray around the base of the pillar extended to a considerable height above the level of the sea, and were easily discernible, even at that distance, with the naked eye. As the dense black clouds bore further seawards the capital of this watery column, in shape like the base of an inverted cone, could be traced against the darker background. Gradually the column diminished in size until only a thin line remained, which, severing at the sea end, blew about for a minute or two, when it shortened and at last disappeared. Fortunately, as sailors were remarking, no ship was near at the time, but a schooner that passed directly afterwards between the land and the place where the waterspout had been, enabled us to form some idea of the proportions of the latter, which must have been at least 100 or 150 yards in diameter. The waterspout was in existence about twenty minutes."

PROPOSED HUDSON'S BAY ROUTE. —Much interest is being felt in Canada with regard to the proposal to establish a line of navigation between England and the North-West by the Hudson's Bay route, and a steamer has been dispatched from Halifax to take observations and soundings in Hudson's Straits, which form an entrance to the bay of 500 miles in length and an average breadth of 100 miles. The width at the ocean end of the straits, between Resolution and Button Islands, is about 45 miles. The depth is about 320 fathoms, and the current runs at the rate of six miles an hour. Hudson's Bay itself is a vast inland sea of 300,000 square miles in extent, fed by innumerable streams from Labrador and Rupert's Land, and accessible from the Atlantic by the straits, as also much further north by Fox's Channel into Davis's Straits. The average depth of the bay is stated at about 65 fathoms, the bottom being of a singularly uniform level, without reefs, dangerous rocks, or small islands. The principal harbour is at Churchill, on the west coast, 200 miles north of York Factory, and as the distance between Liverpool and Churchill is only 2,926 miles, the distance by this route to Montreal would be considerably shorter than by either Cape Race or New York. It is thought that the establishment of a line of steamers *viâ* Churchill would be feasible from a navigable point of view, and would do much to shorten and cheapen the route to the North-West for emigrants, while a large cattle trade may reasonably be expected on the return voyages, not to mention the fish and furs from the Hudson's Bay territory. The dangers of so northerly a passage must not be underrated, together with the fact that the season for navigation is necessarily a brief one; but for the last two centuries or more the bay has been open for, on an average, three months in the year, and it is probable that a more careful exploration with large and better found vessels might make the season available for four months, with tolerable regularity. The date of Hudson's discovery of the bay that bears his name was 1610, and he was followed in successive years by Button, Fox (1631), and James, the one having given a name to Fox's Channel and Fox Land on the north, the other to the deep indentation on the south or Labrador coast called James's Bay. Towards the end of the century the bay became a scene of much fighting on the part of the French, who took possession of it, through the French adventurers Contura and Duguet, and several brisk encounters took place later between that nation and the English.

BULL ROCK LIGHTHOUSE.—About 20 miles to the west of Castletown, Berehaven, lately selected as a station for the British Navy, lies the Calf Rock, and three miles to the north-west is situated the Bull, where the Government is at present erecting a lighthouse to replace that of the Calf Rock, which was swept away in the great storm three years ago. A steamer belonging to the Board of Lights conveys the workmen from Castletown to the Bull Rock, but so dangerous is the approach in consequence of the swift currents which prevail here, and which make the rock, even in the calmest weather, a very Scylla to modern navigators, that ordinary visitors are forbidden by a Board order from essaying the dan-

gerous passage. By driving from Castletown to Dursey Sound, a journey of about 15 miles, one may get a good idea of the boon the light will prove to storm-tossed mariners, by observing the inhospitable nature of the coast of which it is to serve as a beacon. The coast presents to the seaside a precipitous rocky wall, worn into strange shapes by the action of wind and wave, and broken occasionally by deep narrow gorges or bays, studded with rock islands. Three rocks—the Bull, Cow, and Calf—lie off Dursey Head, the Bull situated at a distance of three miles to the north-west. The rock rises more than 300 feet above the sea, and is pierced through from side to side by an immense natural cavern. It is the home of countless sea birds—"*apricis statio gratissima mergis*,"—which fill every nook and cranny with their eggs. Such is the labour and difficulty of the proposed work that this year will be wholly occupied in constructing steps and cutting barracks in the solid rock to house the workmen. Next year a chamber will be excavated in the summit from which the top of the lantern will rise above the rock, so that the light will send out its beams from a height of more than 300 feet above the surface of the sea, the greater part of the excavation being provided by nature. Any one who has seen the wild character of the coast must wish a speedy termination to this great work.

PORT OF KELUNG.—The *Économiste Français* gives the following description of the port of Kelung, which may be read with interest just now:—It is situated rather to the south-east of the point of Siao-Ki, the northern extremity of the island of Formosa, almost at the foot of the last spurs of the high mountain chain which divides this island (of 90,000,000 acres) into two regions, both as distinct from each other in regard to their population as to their topographical character. One is the region of the plains, colonised and cultivated by nearly three million persons of Chinese origin; the other is the mountain region, thinly inhabited by warlike tribes and by aborigines who have a mortal hatred for all new comers. The climate of this part of Formosa is very rainy, the mean annual rainfall at Kelung being about 10ft. The island of Formosa belongs, from an administrative point of view, to the Chinese province of Fu-Kieu. The port of Kelung is very large, but difficult of access, being protected, three miles to seaward, by the island of the same name, which is very steep and rises to a height of 580ft. above the level of the sea, and nearer the coast by another island of similar conformation. There are several reefs at the bar of the harbour, and the town itself can only be reached at high tide, and then in small boats. The town consists of a few hundred very poor houses or, rather, wooden huts, so constructed that the upper part of the *façade* projects far enough forward into the street to form a sort of open arcade, which protects the pavement and ground floor from the sun. There are about 3,000 inhabitants, nearly all of Chinese origin. In the neighbourhood of the town there are several coal mines, which the Chinese work in very primitive fashion, labour in them being generally suspended during the rainy season. According to an English engineer, the Kelung mines are capable of a daily output of 300 tons a day

for a century. The trade of Kelung is of some importance, especially as regards coal, rice, oil, and camphor, the imports consisting almost entirely of cotton, stuffs, and opium.

NAVAL STATISTICS.—Speaking at Portsmouth lately, Sir Thomas Brassey, K.C.B., Civil Lord of the Admiralty, said that, in any statement with respect to the Navy, comparisons of strength afforded a topic of the greatest interest to the public. Avoiding details, and taking the displacement as the fairest measure of their relative power, the aggregate tonnage of the effective armoured fleets of the leading naval Powers of Europe might be summarised as follows:—England, 329,520; France, 201,789; Germany, 74,007; Austria, 68,110; Russia, 88,621; Italy, 59,905. In three years, under the present Administration, pledged as it was to economy, the shipbuilding expenditure had increased from £3,106,000 for 1879-80 to £3,889,688 in 1883-84, and £3,891,000 for 1884-85. The number of workmen employed in the dockyards at home had been increased from 16,381 to 18,849. The armoured building had been advanced from 7,427 tons in 1879-80 to 12,614 tons in 1884-85, being, in fact, actually doubled. A comparison of French and English completed ships would show that the differences of cost were not important. The following were examples: *Amiral Duperré*, 10,487 tons, cost of hull, £460,000; *Dreadnought*, 10,800 tons, cost of hull, £493,035; the French *Dévastation*, 9,639 tons, cost of hull, £312,000; *Thunderer*, 9,330 tons, cost of hull, £306,430; *Redoutable*, 8,858 tons, cost of hull, £356,000; *Ajax*, 8,510 tons, cost of hull, £392,000. M. Dislère, an eminent French constructor, in a published essay showed that while the daily wages in the English yards averaged 5s. 1d., and in the French 2s. 2d., the annual cost of repairs per ton of displacement was in England £1 19s. 2d., and in France £1 17s. 1d. For the protection of our vast commerce in every part of the globe we maintained a fleet in commission with an aggregate displacement of 324,256 tons, as compared with 171,300 tons for the French. Our fleet in commission was more than double the tonnage of the French, but our mercantile marine was tenfold larger than theirs. While the particulars thus given by Sir Thomas Brassey are in themselves highly interesting, it is noteworthy that in some respects the conclusions quoted, with the mode of arriving thereat, have been commented upon by other speakers and writers.

MISCELLANEOUS JOTTINGS.

"Here a little, there a little."

"O Reader! had you in your mind
Such stores as silent thought can bring,
O gentle Reader! you would find
A tale in everything."

WORDSWORTH.

SOME OLD TIME RECOLLECTIONS.

THE departed glories of the stage-coaching times are a fruitful theme of lamentation with people who have not had full experience of the discomforts and inconveniences of the slow modes of travelling in vogue when the century was young. In those days we did not esteem so highly perhaps as we should have done the long-drawn-out delights which have since been discovered in these journeys—the brisk invigorating air, the leisurely enjoyment of the scenery, the humours of the driver's box, the music of the post-horn, and the wonderful opportunities for adventure and incident afforded by the road and the country inn. We should have been eager, I am afraid, to barter them for that frequency and cheapness, rapidity and regularity of communication with which the country has now become familiar. Sixty years ago these appeared invaluable, but almost unattainable, boons. In travelling, in the interchange of business and private correspondence, and, not least, in the transmission of public news, there was plentiful occasion for the exercise of patience. But the stock of patience was not always equal to the demands on it, and with the romantic aspects of the stage coach

and the slow coasting packet still unrecognised, it was not seldom that we chafed at the delay in hearing of what was doing in the great world without.

Great events were stirring in the days of which I speak, and this perhaps served to stimulate the desire for hearing more speedily and frequently from the theatre where the fate of Europe was being decided. I remember, for instance, in 1814, while I was on a visit to Edinburgh, of the great excitement and exultation over the news that the French had been driven out of Holland. The popular tune of the day was "Orange Boors," and it used to be sung by the Dutch sailors marching up and down Leith Walk. The Allies were then approaching Paris, and the latest intelligence of their movements came by the "mail," which travelled by way of Newcastle-upon-Tyne, Berwick, Portobello, and Leith, taking sixty hours—two days and three nights between London and Edinburgh. Crowds used to assemble every morning, about seven o'clock, at the head of Leith Walk, to see the mail arrive, and if there was a victory or other good news to tell, it was made known soon after by the hoisting of a flag or a green branch on the coach. In such a way Edinburgh learned word of the Allies having entered Paris, and preparations were at once set on foot for the illumination of the city. It was not long after this that the first "acceleration of the mails" took place, by the running of a two-horse curricle mail, carrying no passengers, which left the Newcastle and Berwick road near Morpeth, and crossed Soutra Hill, thus saving about twelve hours on the journey. Some time later a second mail a day was put on, going by way of Preston and the west side. In the old mails no one was allowed to sit behind except the guard, armed with his blunderbuss and pistols; but that regulation was not adopted by the new mails, and by and by was discarded by the old also.

Before the Peace of 1814, the Leith smacks, fine sloops carrying about 200 tons, of which there were about twenty belonging to the different companies, were each armed with six carronades. These were for protection against privateers, and there was more than one instance on record of the smacks offering a successful resistance. One story there was, indeed, of a skipper who, not content with beating off his assailant, actually took the privateer captive, and was duly reprimanded and dismissed for his exploit, which might have invalidated the insurance on his vessel. The guns were taken out on the Peace of 1814, and were not remounted in the war that followed on Napoleon's escape from Elba. A number of them had been removed by the magistrates of Edinburgh to Nelson's Monument on the Calton Hill, for the purpose of firing salutes.

On Saturday, June 24, 1815—a fine bright day—I was, with a

friend, lying on the slope of Arthur Seat, above Duddingston Loch, when we heard guns firing. We could not make out the meaning of this, until, having hurried into the town, we were told it was on account of a victory, won at some place near Brussels, name unknown. It was the Battle of Waterloo. The news had been sent from London express by Sir John Marjoribanks, Provost of the city, and had thus taken only six days to reach us from the field of battle. The official news arrived next morning, and I heard the Castle guns firing the salute while I was in church.

My first voyage to London was made in June, 1821, in one of the Leith smacks, and we took seven days to the Thames. We were lying at anchor off Gravesend, waiting for the flood tide, when the first steamer from London to Leith—the *City of Edinburgh*, 80-horse power—passed down on her trial trip, to the intense disgust of the sailors, who prophesied no good of the attempt. Some days later I heard that the steamer had been seen labouring off Yarmouth. Public opinion in London was to the effect that a hazardous experiment was being made, and that the new-fangled vessel would never reach her destination. Notwithstanding these gloomy views she did arrive safely, and for long after kept the route, though the next steamers built for the service, the *Soho* and *James Watt*, were more powerful vessels of 120-horse power. After all, the risk was not so small as people may now be disposed to think, and it was not then known to be necessary to blow off the steam frequently from the boilers of sea-going steamers, and the boilers of the *City of Edinburgh* were thickly incrusted with a limestone-like material. On my return from London we were towed down the Thames to the Nore by a steamer, thus shortening the voyage a bit. This was a plan put in force by one of the smack companies, to compete with the sea-going steamers. These sloop-rigged smacks were costly vessels to navigate, as their huge mainsail required a great power to hoist it, and they generally carried a crew of about fifteen men. For economy's sake they were afterwards mostly or entirely superseded by steam power; but for long many preferred making the voyage by the smacks rather than the steamers, for the sake of the pleasure sail, and also for the excellent table and jolly company that were to be found on board. Among others, Lord Wemyss continued to travel by the smacks, patronising, for the name's sake, the *Earl of Wemyss*, a craft which eventually suffered disastrous and melancholy shipwreck. These vessels, I may mention, long went by the title of "Berwick smacks," the trade having been originally between Berwick and London. I recollect some of the captains being Berwick men. These salts were not without a due sense of the dignity of their position, and the importance of keeping

up appearances. There was a similar line of smacks that sailed between Dundee and London, and were regularly patronised by Lady Mary Lindsay Crauford, of Crauford Priory, in Fife. On one occasion her ladyship, being much pleased with the attentions the captain had paid to her, tendered him a guinea "to buy a hat." The offer was declined, with the polite and dignified remark, "Thank you, madam, my lady. Captain —— never wears a hat doon o' seven-and-twenty shillings." The first Dundee and London steamers—the *Dundee* and the *Perth*—were put on the passage in 1834, and for many years were the crack boats of the east coast, making the voyage in from thirty-six to forty hours.—*Scotsman.*

PRECAUTIONS AGAINST CHOLERA.

THE National Health Society has prepared a Memorandum, in plain and simple language, explaining what should be done to prevent and oppose cholera. This can be procured by the Sanitary Authorities for distribution at a small price, and as the precautions recommended are such as tend to prevent the access of fevers and other diseases, their circulation, especially at the present time, is a wise step. With regard to the cholera, the Memorandum says:—

"The only way of fighting against it with success is to destroy its breeding-places. The spread of cholera is due to filth, and to drinking water or milk not absolutely pure and free from all pollution. Cleanliness of every kind is therefore the great safeguard against the coming of the disease, and against catching it if it comes. It is within the power of every householder to give valuable help in preventing the spread of cholera, just as it is in his power, by neglecting to look after his own house, to endanger not only his own life, but also the lives of his neighbours. It behoves every householder to guard against all accumulations of dirt within or near his house; against any possible access of filth to his food or drink; against all foul smells, from whatever cause; and against impurity of air. No refuse must be allowed to lie in the yard or elsewhere. The dustbin must be properly covered so as to keep the contents dry, and must be regularly cleared out every second or third day. All animal and vegetable refuse should be burnt in the kitchen fire. All slops and liquid refuse should be poured down a gulley outside the house. The waste pipe from the sink should be trapped close to the sink, and should not lead quite into the drain, but pass through the wall and discharge in the open air outside, over a trapped gulley communicating with the drain. The sink should be well flushed with clean water at least once a day. All gutters, gulleys, and drains should be kept clean and clear, and well

sluiced down daily with water. It is of the utmost consequence to avoid all foul smells, as from closets, sinks, drains, and the like. It should be remembered that closets, sinks, and drains, if not properly constructed and kept clean (and they are very commonly not healthily made or often enough cleaned), will allow foul air to come up by the same channel that water goes down. If, therefore, you are in any doubt, or if the sinks or drains are in want of water or allow any smell to come up, go to the Inspector of Nuisances, and ask him to see to it. The cistern should be covered, and not placed in a dwelling-room. The overflow pipe must lead directly to the drain, but should discharge in the open air. There must be a separate cistern for the supply of the water-closet. All cisterns should be thoroughly cleaned out at frequent intervals. No water should be drunk which comes out of a dirty cistern or butt, or which has been standing near a closet or sink, or which is turbid or discoloured. It is well to filter water before drinking it, or, preferably, to boil it. When cholera has actually appeared in the country all water should certainly be boiled. Drinking water from surface-wells or pumps, or from rivers or ponds, into which sewage finds its way, in however small quantity, is a main cause of the spread of the cholera. Areas, pavements, yards, and passages must be kept clean, and no standing pools of water must be allowed. Floors also must be frequently cleansed, ceilings and walls whitewashed, or if papered, dusted down frequently. All windows and doors should be kept open for several hours daily, and all 'closeness' avoided. Moderation in eating and drinking, and care in the choice of food, are also most important. Stale, unsound, or unripe fruit or vegetables must on no account be eaten. Tainted fish, meat, sausages, &c., are most dangerous. Sour or tainted milk must be avoided, and in any case it is well to boil the milk. If pure fresh milk cannot be obtained, the condensed milk is a good substitute. Great attention should be paid to personal cleanliness and clothing. The whole body should be sponged or washed daily with cold or tepid water and soap. Flannel should be worn next the skin over the whole body, to avoid chill. Sudden checks to perspiration and over-fatigue should be carefully avoided."

CAMEO GLASS. — The most elaborate and in some respects the most beautiful specimens of glass that have ever been made in England have lately been completed by the well-known firm of Webb & Sons, of Stourbridge. They are a pair of vases of the lately-invented, or rather re-invented (for the Portland vase is similar in construction), "cameo" glass. The method is as follows:—A vase of somewhat thick semi-opaque coloured glass is blown, on the surface of which first one and then another vase is added, the whole when fused together presenting a triple layer of glass of different colours, not unlike the onyx in structure. Then the exceedingly difficult work of decoration begins. Having got his design the artist proceeds to scrape away all the top surface, except just so much as will tint the flowers which he intends to cut. Then he begins upon the second layer, the white; and in this he cuts

the whole of the elaborate floral design, scraping away everything close down to the green surface of the inmost vase. He employs three processes, working with fluoric acid, with the engraver's wheel, and with the steel point; and the result arrived at is very much that of the finest cameo work. As may be supposed, the production of an important piece is a very long affair, and consequently such glass as this can never become popular. But in these days there is a market for the costliest as for the cheapest goods.

PRODUCTION OF BEER.—An interesting return is published by a Vienna journal with regard to the quantity of beer brewed in Europe last year. England, of course, comes first with 27,050 breweries and about 990,000,000 gallons, though Germany, with 25,902 breweries and 900,000,000 gallons, runs her close. These two countries are far ahead of all the others, the third being France, which has 3,000 breweries, as against only 2,094 in Austria and Hungary, though the quantity of beer brewed in France is only 157,500,000 gallons, as against 280,000,000 gallons brewed in Austria and Hungary. Belgium has 1,250 breweries, which produced last year 210,250,000 gallons, and then comes Holland, with 500 breweries, producing 34,000,000 gallons; Russia, with 430 breweries, producing 68,000,000 gallons; Switzerland, with 423 breweries, producing 27,000,000 gallons; Norway, with 400 breweries, producing only 13,500,000 gallons; Denmark, with 250 breweries, producing 28,000,000 gallons; Sweden, with 220 breweries, producing 21,000,000 gallons; and Italy, with 150 breweries, producing 4,000,000 gallons. No returns are given for Spain, Portugal, Greece, Turkey, or the Danubian Kingdoms, but the production of beer is very small in them.

CHINESE PLANT ACCLIMATISATION. — Considerable interest is being taken in America in the acclimatisation of plants, and among them it is proposed to experiment upon the aquatic vegetables of China, which are valuable for food and economic purposes, and are easily cultivated in rice regions and marsh lands generally, where water does not freeze or freezes but slightly. The most noteworthy are the water caltraps (ling chiaco), called the water chestnut on account of its flavour, a pleasant fruit that requires no cultivation and can bear a very severe climate. The water lily (*Nelumbium speciosum*) appears to be identical with the Egyptian bean of Pythagoras, and is much used for food, being rich in starch, while both rootstock and seeds are alike edible. Its leaves make capital wrapping paper, and its flowers are strikingly gorgeous. The chiao-pai and the chin-tsai are both varieties of the water celery, which are planted on bamboo rafts covered with mud, forming boating gardens similiar to those of ancient Mexico or modern Kashgar. A most useful and valuable plant also is the t'ieh-shu, or iron tree, which has the curious property of absorbing and assimilating iron; and this is cleverly taken advantage of when it shows signs of decadence, nails being driven into its trunk and thus giving a new lease of life. The tiao-lan is another singular plant, which flowers only when taken from the ground and suspended from a ceiling. The chin-

ch'i is the valuable product known as "golden varnish," used to adorn the glossy signboards of Chinese streets, and is furnished by a tree called the ch'i-shu or varnish-tree; but it possesses an element of danger in a poison which causes acute inflammation of the skin. Even the native dealers in varnish cannot escape, though they suffer less than foreigners and particularly Americans. The remedy of the country is rather peculiar, being the application of crab's liver and a decoction of pine shavings.

BIGGEST STATUE IN THE WORLD. —A few weeks ago, M. Jules Ferry solemnly handed over to the United States Minister in Paris the colossal statue of Liberty, for the Bay of New York, on which the French have been at work for the past eight years. This, the largest statue of modern times, is to stand on Bedloe's Island, at the entrance to the Bay of New York, and is to bear in its hand a torch lit by electricity, which is to symbolise "Liberty enlightening the World." Directly after the presentation the workmen began to take it to pieces for transport to America, where it will be rivetted together again. The dimensions are almost ludicrously large. The figure alone in sheer height, clear of all reckoning for the coronet, stands 105 ft.; the extreme length from the sole of the foot to the end of the torch in the outstretched hand is 137 ft. 9 in.; the pedestal of granite will be 83 ft. high; and the two together give a grand total of 220 ft. for the entire work. The Monument, in London, the loftiest isolated column in the world, is but 202 feet high; while the far-famed Colossus of Rhodes stood only about 140 ft. without his stockings. The work has been executed at the copper foundry of Mondint et Cie., near the Parc Monceau, in a great workshop built specially for it. The farther the coppersmiths advanced with their task the more Lilliputian they became in relation to it. What were men, for instance, or the children of men, in that awful eye measuring 30 inches from corner to corner? A six-foot man standing on the level of the lips only just reached the eyebrow. Fifteen people might sit round the flame of the torch, and they would reach that elevation by a spiral staircase within the outstretched arm. The statue is made of plates of very thin copper —only an eighth of an inch thick— forming an inner and an outer skin about a foot apart, and the space between them will be filled with sand, especially towards the base, so as to give the statue the requisite solidity. The two skins are to be kept in their places by a gigantic skeleton framework in iron, running four-square from the basement to the very crown of the head, exactly like the framework of a lift, and meant to serve that additional purpose when the statue reaches its destination. Some people—and among them Mr. Story, the great American sculptor— think the statue will never stand, and that the winds and waves will play havoc with it. But this is a question for engineers rather than for artists, and the engineers are quite convinced that "Liberty" will resist the Atlantic storms. The system of working is curious and ingenious. First, M. Bartholdi, the great French sculptor, to whom the conception of the statue is due, modelled his figure about one-third the size of

life, then he enlarged it to life-size, then the life-size model was doubled and quadrupled in dimensions, and finally it was made bit by bit of the full colossal size. The huge plaster-casts were then handed over to the carpenters, who made an exact model of each part in strips of stout wood, exactly fitting into every sinuosity. The wooden model was then taken by the coppersmiths and the sheet metal hammered upon it till it took the exact shape of the original plaster. Each sheet of copper thus formed a section of the work, and the rivetting together was all that was necessary to complete the operation. A word should be said about the artistic merit of the statue, and this, in spite of its size, is very considerable. The drapery is both massive and fine; some parts, where the sleeve falls under the right arm, for instance, are as delicate and silky in effect as if they had been wrought with a fine chisel on the smallest scale, and in others the folds lie in great imposing masses. The face, again, while classic in general treatment, is not without expression. The most objectionable thing perhaps is the coronet branching out into star rays, each of which is to be a point of electric illumination for the universe, or at any rate for New York Bay.

LOCOMOTION BY STEAM.—Lecturing some little time back at the Westminster Aquarium, on "The Centenary of the Application of Steam to Road Locomotion," Mr. M. Macfie remarked that it was exactly a century this year since, in a quiet Cornish town, the first wheeled locomotive propelled by steam ran on a road. He availed himself of the present opportunity to vindicate the neglected claims of the inventor of that pioneer model engine, and urged that the centenary of the birth of land locomotion would be most unworthily celebrated unless the memory of William Murdock received from the world the fitting recognition hitherto unaccountably denied him, as the father of the system of road locomotion. Not only to Murdock, as the lecturer had previously explained, was due the unpatented introduction of gas as an artificial illuminant, but his brain was also the *fons et origo* of that prolific idea of a self-propelling carriage, first practically embodied in the tiny model, the work of Murdock's own hands, which the lecturer had exhibited; and Mr. Macfie contended that until Trevithick—the first man to apply steam locomotion to railways—beheld that crude locomotive in motion at Redruth, his mind was a blank on the whole question of the movement of vehicles by steam. Trevithick was the pupil and daily companion of Murdock for years, from whom he drew his inspiration. The adaptation of the steam-engine to move paddles in water was a later invention by four years than the application of steam to road locomotion, and indisputably William Symington—another almost forgotten benefactor—was the author of steam navigation. The first steam-boat, constructed by him in model form, the engine of which is still preserved in the South Kensington Museum of Patents, was successfully worked in Dalswinton Lake in 1788. The following year he propelled by steam a large boat on the Forth and Clyde canal; but the canal company abandoned the use of steam in their vessels, lest the waves caused by the paddles

should injure the banks of the waterway. Murdock's attention was also directed to the use of steam power in the propulsion of boats, as the production of his oscillating engine clearly indicated; but this remained merely a model until many years after it was effectively turned to account in its application to steamboats by the Rennies and John Penn. Symington received a trifling gratuity from Government in his declining years. After alluding to the opening in 1825 of the first line of railway—that from Stockton to Darlington—Mr. Macfie traced the growth of the railway system to the present time, when Europe and America respectively possess 100,000 miles of iron highways; and when, if existing lines were coiled continuously round the globe at the equator, they would encircle it about ten times. We have in the United Kingdom alone 18,500 miles of iron highways, constructed at a cost of £767,899,570; nearly the total of the National Debt. Exclusive of 599,568 season-ticket holders, 654,838,295 passengers are being annually carried, besides 256,215,833 tons of goods. The annual receipts from passengers reach £28,796,813, and from the carriage of goods, £37,740,315; the working expenses being £36.170,486, the net earnings £33,206,688, and the average earnings on capital throughout 4·32 per cent. The rolling stock of all the British and Irish lines comprises about 13,000 engines, over 27,000 carriages, 10,500 carriage trucks and horse-boxes, and 356,200 wagons for merchandise and live stock. Employment is given to between 300,000 and 400,000 officials and employés. The total of trains daily is about 1,500. In the first three months of the past year, 281 persons were killed, or at the rate of 1,124 per annum. The number wounded was at the rate of 4,400 per annum, the great majority of the sufferers being railway servants. In the process of signalling, every 24 hours 160,000 operations are performed by 13,000 hands. Concerning speed, the lecturer said the journeys were accomplished on the Great Northern at the rate of 51 miles per hour; on the Great Western, at a uniform rate of 53¼ miles per hour, being the quickest in the world.

HINTS AS TO SUNSTROKE.—A daily temperature of from 80 deg. to 90 deg. in the shade, such as we have somewhat uneasily enjoyed lately, has not failed to leave its mark for evil as well as good on living objects exposed to it. Fortunately, vegetation gains more than it loses by a continuance of dry and warm weather. It is not so with all of the human population. Already, by ones and twos, the year's total of deaths from sunstroke is mounting up, and preventive measures, little needed in an ordinary summer, have become imperative under the recent tropical conditions. A little while ago we referred to the risks incurred by children and certain older persons whose heads were often carelessly exposed to the sun's glare without any adequate covering. The need of care which then existed has since much increased. Field-workers and holiday-makers have multiplied tenfold, and with one and all, the weather, and how to meet it, is the first consideration. The causes of sunstroke are several. Thus, while we trace the continuity of cause and effect best after direct exposure to the solar rays, we cannot ignore the fact that mere excessive summer heat, intensi-

fied and aided by confinement in small or imperfectly ventilated spaces, is equally effectual to the same end. Various circumstances predispose to isolation. Prominent among these is the common and generally senseless habit of using stimulants to quench thirst. The loss of the body by heat is chiefly water. The rational object of drinking in summer is therefore simply to make good this loss with as little stimulation of tissue as may be. Such stimulation tends to raise temperature by needlessly provoking chemical change, and is therefore manifestly prejudicial. He who would enjoy fresh air and sunshine without fear of injury should dress, eat, and drink as lightly as possible. Summer clothing should be, and usually is, light at least in texture. The head and back of the neck, in particular, require to be suitably covered. Many conveniences exist for this purpose. The tropical custom of wearing a damp handkerchief within the hat is occasionally useful. There should be no tight clothing, such as belts or stays, to impede the respiratory movements. All such impediment, by slowing the circulation, provides a condition favourable to heat-stroke. For the same reason excessive exercise or work is dangerous, through the exhaustion which follows it. Alterations in dress devised on these lines have wisely been adoped for the employés on the Metropolitan Railway. It would be well if some similar deviations in uniform were introduced, as far as practicable, by other companies Among other preventive measures, cold bathing in moderation must not be forgotten. For this purpose it is even more valuable than in the event of actual sunstroke, for which it forms a chief therapeutic agent. It is requisite, however, that before the immersion the body should not be overheated by prolonged exertion or other cause.—*Lancet.*

THE WEATHER.

IN England, if two are conversing together,
The subject begins with the state of the weather;
And ever the same, both with young and with old,
'Tis either too hot, or either too cold—
'Tis either too wet, or either too dry—
The glass is too low, or else 'tis too high;
But if all had their wishes thus jumbled together,
'Twould be seen that no person could live in such weather.

—*Anon.*

QUIET THOUGHTS FOR QUIET HOURS.

"Pii orant tacite."

"The turf shall be my fragrant shrine;
My temple, Lord! that Arch of Thine;
My censer's breath the mountain airs,
And silent thoughts my only prayers!

My choir shall be the moonlit waves,
When murm'ring homeward to their caves,
Or when the stillness of the sea,
Ev'n more than music, breathes of Thee!"

MOORE.

COURAGE.

COURAGE that grows from constitution often forsakes a man when he has occasion for it. So says Addison, and so says experience likewise. Therefore, he who has constitutional courage only is not always to be depended upon. One might quote the momentary panic of the 65th the other day, during the engagement of Tamanieb, as an instance in point; but everyone can probably furnish an example from personal remembrance, in which their own courage has wavered, possibly under a less trying ordeal, which will prove the truth of the inference to be drawn from Addison's reflection just as well. We may, however, go a step further than Addison, and ask, Is there any form of courage that can always be depended upon? Moral courage is constantly beaten off the field with every sign of cowardice, sometimes at the first encounter with the foe, and without making an effort to resist. Religious courage has not always been able to stand firm against the

force of cruelty and torture. Impulsive and fanatical courage are, perhaps, the least likely to yield to fear. Spurred on by the impulse of affection, a man, woman, or even a child, will imperil their lives without flinching for an instant before the danger that confronts them, when the object of their affection is in peril.

Correctly speaking, there is, of course, no such thing as physical courage, though it is often spoken of in the same way as one alludes to physical force. Whether one is afraid of moral or physical pain, the cowardice can only be traced to mind, and not to matter. And though a man may sustain a painful operation without wincing, and yet tremble morally at having to confess to a mean action, these two opposite qualities are both to be traced to the same source, the mind; which, while it is very tender on its moral side, can face physical suffering with courage. We are not all born naturally courageous, and, thank Heaven, we are not all cowards by nature. If we sometimes astonish our friends as well as ourselves, by being momentarily the one or the other, contrary to our usual habits, it only proves that circumstances can be stronger than nature at times. It is, however, nice to know, whether we profit by the knowledge or not, that courage can be acquired or improved by training—training of the mind by counsel and experience—the former for the spiritual enemy, the latter for the corporeal one. For a person who does not love danger for its own sake, some strong incentive is necessary to make him encounter it bravely. There is, perhaps, less ground for crying shame upon a company of soldiers which beats an undignified retreat before the overwhelming hordes of a savage foe than one is willing to allow. A soldier is, of course, expected to be brave by practice, if he is not so by nature. Still more is bravery demanded of him as a duty. In the first place, a soldier does not always follow his profession from choice. There is, therefore, some excuse for him if he does not prove to be capable of a task that is forced upon him. And when he has chosen this profession for himself, and fails to accomplish his duty, he certainly does not stand alone on that head. How many there are in every profession who find themselves incompetent for their work when a moment of pressure comes. The soldier's duty on the battle-field has to be done at the risk of his life. When he sees that the risk is on the point of becoming a certainty, is it astonishing if he occasionally thinks first of his personal safety, and afterwards of his duty? Such conduct is certainly not honourable; it is, indeed, very dishonourable; but actions quite as dishonourable are committed daily, where no such extenuating circumstances can be pleaded, by some of those who would readily assist the commanding officer in condemning the cowardly subaltern.

When the soldier has a personal interest in repulsing the enemy,

his courage rarely fails him, even under the hottest fire; and, on the contrary, the greater and more imminent the danger, the more valiant he becomes. In a foreign country this stimulus is often wanting; but let the foe be at the doors of the soldier's own country, and he will defend her as stoutly as though she had only himself to depend upon. We know there are exceptions even to this condition, but they are very few. And this is but natural; in such a moment the soldier fights to save life, rather than take it. The lives of those who belong to him may be put in peril, and the safety of his country may be at stake; whatever the odds, whatever the slaughter, there is little fear of panic on his side. And the same may be said with respect to other scenes of danger. Rarely, if ever, does it occur that the company of a fire brigade refuses to obey orders from fear of the terrible and destructive enemy it has to contend with. Though hesitation in the presence of such a foe can scarcely be called cowardice, yet when that foe menaces every instant the lives of fellow-creatures, only a coward would refuse to make an effort to save them. In time of public danger it is the duty of everyone to be courageous to the extent of his ability, and beyond it if the extent be very limited, and if it can anyhow be done. Many people are courageous in theory, who somehow invariably miss the opportunity for practising their boasted chivalry. Sometimes, too, the opportunity for displaying their courage arrives so unexpectedly, that it robs them of all their presence of mind; this, of course, accounts for practising contrary to their theories.

Courage under affliction or mental suffering is called by various names, according to what is supposed to be the basis of the courage shown. Religion, philosophy, patience, submission, all have their part in passive courage or fortitude. And this heroism, which belongs in a way to the domain of martyrdom, is not less praiseworthy than active courage. But the noblest attitude that courage can assume is when it is defending the weak and oppressed against the strong; defending what is right for right's sake; and sacrificing personal feelings, pride, and personal interest, if necessary, in defence of a just and honourable line of conduct. Such courage has also received various names, like apathy, humility, sentimentalism, and so on; sometimes, too, it is called by its own and its right name, and sometimes it requires courage even to do this.

E. S.

AFTER THE STORM.

PATIENCE! for the strife is o'er.
Weary wave and dying blast
Beat and moan around the shore;
Peace must come at last.

Lo! the seagull's silver wing
Flashes in the sunset gold;
Wait, another morn shall bring
Gladness, as of old.

Sunlight on the yellow strand;
Shadows lying still and clear;
Pearly fringes on the sand;
Murmurs, sweet to hear.

Storms of life must have their way,
Ere these changeful years may cease:
Foam and tempest for to-day,
And to-morrow—peace.

SARAH DOUDNEY.

MENTAL COLOUR BLINDNESS.—Preaching before the British Association, from the text, "If the blind lead the blind," &c., the Rev. Professor Haughton, of Dublin University, lately explained how railway accidents and collisions at sea might result from colour blindness. The disasters possible from mistaking one colour for another were so serious, that it might have been better for society if the colour blind man had been totally blind. Blindness to primary colours had a mental parallel in blindness to primary thoughts. Incalculable mischief was done by mental colour blindness; error of judgment respecting primary thoughts of ourselves, of Nature, and of God constituted colour blindness that might lead to dangerous conclusions. The most fatal error respecting ourselves was the denial of our freedom of action arrived at by exaggerated views of God and Nature; one fixing man's destiny before he was born, the other telling him that he was a machine, and both equally destroying his sense of right and wrong. Nature could be explained only by one or other of two methods. One involved design and a designer, which some accepted only as a "working hypothesis." The other was gradual formation out of crude mass by chance. Elaborating these views in an imaginary conversation between two friends, he said the latter view meant Nature playing pitch and toss with herself. He cited Gulliver's philosophers arranging words by chance, and said that by that method it would take them longer than man had been on the

earth to indite five lines equal to those in the Odyssey describing the neglected condition of a dog during its master's absence, and its death from joy on the master's return. A cockroach or a butterfly was infinitely more complex than Homer's works, and the question arose whether Nature had had time enough to manufacture all these beautiful things by chance. The Mathematical section of the British Association would not accept a paper on perpetual motion, which was not possible, because all material things contained in themselves the seeds of their own destruction. The clock of the universe was running down and must at length cease to strike. A machine that was running down must at one time have been wound up by something outside itself which was not either matter or its laws. Stating the case between the old doctrine and the new, he came to the conclusion, as a matter of pure logic and reasoning, without any reference to revelation, that the new doctrine required more credulity and faith than the old doctrine. But we were not simply logical and reasoning machines. Man had strong affections, deep emotions, profound longing for something higher and better than things around him. These must be satisfied, and they could not be satisfied by Nature and her laws. If the idea of God must be set aside, he was forced to the absurd conclusion that Nature had produced in him, and in his unsatisfied instincts a being superior to herself, which would be impossible. To give up the old doctrine would be folly comparable to that proposed to Aladdin, when he was asked to part with his wonderful lamp for a new one.

SELF-ACQUAINTANCE AND SELF-CONQUEST.—A great modern writer has given to the world an ethic code which runs thus:—"To know ourselves and the circumstances in which we are placed." "To be happy in ourselves and in the circumstances in which we are placed." "To mend either ourselves or our circumstances so far as either is marred or mendable." After Ruskin, who shall essay to speak, but the text, so incisive in its brevity, offers a few points on which it is humbly proposed to dwell. To know ourselves is sometimes to know a very disagreeable person. To be happy in ourselves has an obvious tendency to diminish the otherwise disagreeable self known. While to mend ourselves is to honestly aim at setting right what is possibly very much inclined to wrong. In other words, we have need to bind all our energies to the great work of self-acquaintance, with a view to the grand attainment of self-conquest.—*E. A. Woodley.*

GREATEST STREET PREACHER.—Archbishop Leighton, returning home one morning, was asked by his sister, "Have you been hearing a sermon?" "I've met a sermon," was the answer. The sermon he had met was a corpse on the way to the grave. The preacher was Death. Greatest of street preachers!—whom neither laws nor penalties can silence. No tramp of horses nor rattling of carriages, nor rush and din of crowded streets, can drown his voice. In heathen, pagan, and Protestant countries, in monarchies and free states, in town and country, the solemn pomp of discourse is going on. In some countries a man is im-

prisoned for even dropping a tract. But what prison will hold this awful preacher? What chains will bind him? He lifts up his voice in the very presence of tyrants, and laughs at their threats. He walks unobstructed through the midst of their guards, and delivers the messages which trouble their security and embitter their pleasures. If we do not meet his sermons, we cannot escape them. He comes to our abodes, and taking the dearest objects of our love as his text, what sermons does he deliver to us! His oft-repeated sermons still enforce the same doctrine, still press upon us the same exhortation: "Surely every man walketh in a vain show. Surely they are disquieted in vain. Here there is no continuing city."

ALPHABET OF PROVERBS.—A grain of prudence is worth a pound of craft. Boasters are cousins to liars. Confession of fault makes half amends. Denying a fault doubles it. Envy shooteth at others and woundeth herself. Foolish fear doubles danger. God reacheth us good things by our own hands. He has worked hard who has nothing to do. It costs more to revenge wrongs than to bear them. Knavery is the worst trade. Learning makes a man fit company for himself. Modesty is a guard to virtue. Not to hear conscience is a way to silence it. One hour to-day is two to-morrow. Quiet conscience gives quiet sleep. Richest is he that wants least. Some faults indulged in are little thieves that let in greater. Trees that bear most hang lowest. Upright walking is sure walking. Virtue and happiness are mother and daughter. Wise men make more opportunities than they find. You will never lose by doing a good turn. Zeal without knowledge is fire without light.

OPPORTUNITY.—To *bide the time* is often the means, though slow, of reaping success. Late in the last century, a printseller settled in a leading street of the artistic locality of Soho; during the first six weeks he kept shop his receipts were not as many pence; nevertheless he was civil and obliging to all callers and inquirers, to whom, in the printselling business, customers are a very small proportion. This obliging disposition was his main investment, and his shop grew to be the resort of print-collectors of all grades—from the rich duke to the hard-working engraver. He became wealthy, and died, bequeathing to his family a considerable fortune, and the finest stock of prints in the metropolis. Truly extraordinary instances have occurred of latent genius having been discovered by some fortunate accident, and fostered to high position. Isaac Ware, the architect and editor of *Palladio*, was originally a chimney-sweeper, and, when a boy, was seated one day in front of Whitehall Palace, upon the pavement, whereon he had drawn in chalk the elevation of a building. This attracted the notice of a gentleman in passing, and led him to inquire who had chalked out the building. The boy replied it was his own work; the unknown patron then took the lad to the master-sweeper to whom he was apprenticed, purchased his indenture, and forthwith had little Ware educated. He rose to be one of the leading architects of his day, and among other edifices he built Chesterfield-house, in South Audley-street, one

of the handsomest mansions in the metropolis. Ware died in 1766; and, it is said, retained the stain of *soot* in his face till the day of his death.

THRIFT.—At a meeting lately held under the auspices of the National Thrift Society, Earl Cairns said that it gave him great pleasure to render any assistance to the thrift movement. Scarcely any subject was more interesting or more important, and it was certainly one which deserved the attention of all classes of society. There were, however, many who had the idea that thrift was necessary only for working people; but whilst it concerned them more especially, yet it was incumbent on all to exercise self-control and self-denial, and thus participate in the advantages which accrue from carrying out thrift principles. It was a mistake to suppose that, because the amount that could be saved was only small, therefore the operation should not be commenced at all. The first step in this direction was a most important one, and often formed a memorable epoch in the life of the individual taking it. There were two special benefits which the thrifty derived. First, there was the moral advantage gained by the self-denial, and, secondly, there was the actual amount saved from unnecessary expenditure available in times of need, and to provide for emergencies. Thrift did not, however, merely imply saving, but meant also the avoidance of all waste. The advantages of thrift should specially be inculcated upon the young, who should be induced to deposit in penny banks instead of spending money on altogether useless things, often doing more harm than good. The habit thus gained would be invaluable to them in after life. The women could do much in this matter. They could persuade their husbands and children to be careful and prudent, and it should be borne in mind that thrift principles not only conduced to the steadying of character, but served greatly to increase the happiness of the individual as well as the prosperity of the nation.

DEFINITENESS.—It saves much trouble, and many mistakes; a clear, definite description of a person, place, or thing, enables the listener to understand what is said and meant. Definiteness saves time and labour, fixes exact limits, defines, makes clear and plain all matters in hand. A person may be clear about a thing in his own mind, but from want of a definite method of stating it, may convey a very inadequate or even a wrong impression to others without intending it. Often a servant will wrongly carry out instructions, because of the indefinite way in which they have been given. A concise, pointed, understandable method of giving definite information is very useful. Indefiniteness often comes from ignorance; a person does not know, but is not willing to display it, therefore speaks or acts in an uncertain, indefinite way. If a person is satisfied that he knows a thing, he will be decisive in his action respecting it. Definiteness produces confidence. When you have to deal with a person who is definite, it is a satisfaction; you understand what is intended, and see what is required.

JOY AFTER SORROW.—It is said that gardeners sometimes, when they would bring a rose to richer

flowerings, deprive it for a season of light and moisture. Silent and dark it stands, dropping one fading leaf after another and seeming to go down patiently to death. But when every leaf is dropped, and the plant stands stripped to the uttermost, a new life is even then working in the buds, from which shall spring a tender foliage and a brighter wealth of flowers. So, often in celestial gardenings, every leaf of earthly joy must drop before a new and divine bloom visits the soul.—*Mrs. H. B. Stowe.*

Majesty of Duty.—There is no evil that we cannot either face or flee from, but the consciousness of duty disregarded. A sense of duty pursues us ever. It is omnipresent, like Deity. If we take to ourselves the wings of the morning, and dwell in the uttermost parts of the sea, duty performed, or duty violated, is still with us, for our happiness or our misery. If we say that darkness shall cover us, in the darkness, as in the light, our obligations are yet with us. We cannot escape their power, nor fly from their presence. They are with us in this life, will be with us at its close, and, in that sense of inconceivable solemnity which lies yet further onward, we shall still find ourselves surrounded by the consciousness of duty, to pain us wherever it has been violated, and to console us so far as God has given us grace to perform it. — *Daniel Webster.*

Philosophy and Happiness.—Care and trouble are largely imaginative. We have only to consider, to know that much of what we call trouble is unreal. We forecast evils that do not come. Hence, if we will so control and direct our imagination that, instead of forecasting trouble, it will regard the bright side, much of our care and perplexity will be avoided.

SEASIDE VOICES.

SPEAK to our storm-worn hearts, O restless Ocean.
When the bright morning stills your fierce commotion,
And surges break in music on the strand;
Tell of the peace that shall life's tumult follow,
Because its depths are measured in the hollow
Of God's Almighty hand.

When on your waves the golden noon rejoices,
Speak to our souls, and with your myriad voices
Answer the yearnings, infinite and fond,
And make a bridge of light when day is over,
That we may cross with rapture to discover
The fair new world beyond!

—*Sunday at Home.*

THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.

"There is Sorrow on the Sea."

THE SOCIETY'S PROCEEDINGS.

ANNUAL GENERAL MEETING.

THE Society's Forty-fifth Anniversary Meeting, which was on this occasion held in the Society's own Chambers, London Bridge, took place on the afternoon of Friday, July 25, 1884, the Right Hon. the EARL OF NORTHBROOK, G.C.S.I., First Lord of the Admiralty, in the Chair, supported by several Members of the Central Committee of Management, and a large gathering of subscribers and others, including many ladies, as well as numerous representatives of the seafaring classes, &c.

Apologies for non-attendance were specially announced on behalf of Vice-Admiral H.R.H. the Duke of Edinburgh, President of the Society; the Earl of Aberdeen, a Vice-President; the Prime Warden and Court of the Fishmongers' Company; Captain the Hon. Francis Maude, R.N., a Vice-President, and Chairman of the Committee; Lord Ashley, Deputy-Chairman of the Committee; and various Noblemen, and Vice-Presidents, &c., whose unavoidable absence, as warm friends of the Society, was much regretted.

The proceedings of the Anniversary having been as usual opened with the Society's Form of Prayer, read by the Rev. A. STYLEMAN

HERRING, M.A., Vicar of St. Paul's, Clerkenwell, the EARL OF NORTHBROOK, as Chairman, addressed the Meeting as follows:—

Ladies and Gentlemen,—I may say, first, it has given me great pleasure to accept the invitation that I should preside here to-day, and I consider it an honour to have been asked thus to take the chair at the Anniversary of this very ancient and most praiseworthy and excellent Society. I have, too, the more pleasure in performing this function to-day because your President, His Royal Highness the Duke of Edinburgh, is unavoidably absent upon his naval duties. Everybody knows that His Royal Highness, in common with all the members of the Royal Family, is always ready to lend his powerful aid to every Institution for the benefit of the people of this country; and the Duke of Edinburgh is especially foremost in all works connected with the welfare of the British seaman, His Royal Highness feeling it to be a privilege given him to assist in any way in furthering the interests of the noble profession of which he himself is a distinguished ornament. Now, Ladies and Gentlemen, it is not necessary for me on the present occasion to advocate at any length, or with any particular pains, the claims of this Society. I do not know whether many of those present in these Chambers, though certainly some of them must, have seen what is called a "Wreck Chart," where the coasts of this country are laid down on a map, and there are little black dots placed, representing those parts of the shores of England where wrecks annually occur. Anyone who has looked at that Wreck Chart must be sensibly impressed with the dangerous nature of the calling of our seafaring population, to which this country is so greatly indebted for its wealth and its power amongst the nations of the world. And I suppose some of you here have, at any rate, looked at the Returns which are constantly laid before Parliament, showing the casualties which occur at sea in all parts of the world in which the British shipping is located. Those figures are very striking, the latest compiled, namely for the year 1883, showing that in vessels belonging to the United Kingdom the loss of life at sea was no less than 1,913 of the crews of the ships, and 88 of the passengers, and that in Colonial vessels there had also been a considerable loss—making a total sacrifice of life at sea, in the year 1883, of no fewer than 2,226 lives of the crews, and 190 of the passengers, or 2,416 altogether. Those who have been connected with the numerous Societies which exist for the purpose of providing for and educating the children of our sailors, usually the orphan children of those who have been drowned at sea, must have been deeply impressed with the Lists of Candidates for those Institutions—a long roll of scores of children whose parents have lost their lives on the ocean, some in ships which have sailed away and have never been heard of since, and others from accidents or sickness to which British seamen in all parts of the world are peculiarly exposed. That being so, it is not to be wondered at that—in this great country of England, where, we are thankful to say, there are, by the blessing of God, numerous Societies for the purpose of dealing with every form of distress and accident—not only is there a number of Institutions which provide for the children of those who have thus been lost at sea, but also this Society, the peculiar object of which is to provide for the wants of those who have themselves suffered shipwreck, and who, whether English

or Foreigners, are often cast on different parts of our coasts, in great temporary distress, while at the same time they are able after a moderate amount of assistance, if but promptly forthcoming, to resume their noble calling and earn their livelihood without difficulty for the future. That, unless I am mistaken, is the main object of this Shipwrecked Fishermen and Mariners' Society, and in fulfilment of that, in conjunction with other charitable functions, it has existed many years with great success. It has during this time relieved thousands—some 350,000 in all—certainly a very large number; the exact figures will be seen in the Annual Report. The Society also encourages the men to endeavour to help themselves, and make some provision against the occurrence of those calamities to which they are particularly exposed. These being the more especial features of the Society, we who are assembled here to-day to hear the Committee's Report for the past year read, and by our presence and our help to support in such a way as we can the Objects of the Society, will, I am sure, have the sympathy not only of those who are now present in these Chambers, officers of the Royal Navy and those connected with the Mercantile Marine—and I see before me many men who are themselves actively engaged in that noble profession—not only shall we have the sympathy of these and all assembled here, but I am satisfied that we shall have likewise the sympathy of the great City of London, with all its commercial interests, and of the entire people of this country, who are, as I can testify from my own temporary connection with the Navy, intensely interested in everything which can conduce to the welfare of the whole class of seamen of this country. Therefore, in the few words I have addressed to you, I feel glad to express my confidence that we shall have the personal sympathy of every one of those so interested in the sailor, in furthering the Objects of this Society. In conclusion, I have only to say how greatly I regret that public business will prevent my remaining in the chair, and putting the Resolutions which will be moved and spoken to by those who are to succeed me in addressing you to-day; and I now call upon the Secretary to read the Annual Report.

THE ANNUAL REPORT.

WITH feelings of unfeigned thankfulness to Almighty God for the continued prosperity, and widespread national usefulness,* vouchsafed to THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY,† during another year, the Committee of Manage-

* *See* Communication to *The National Review*, in regard to virtual extermination of "The Turnpike Sailor" of former times, from the Chairman of THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY, as given in "Appendix" of this Report, page 297.

† The disastrous storm in the Bristol Channel, in conjunction with some fearful calamities to fishing-boats, with great loss of life, on the North coast of Devon—which happened whilst there was still vividly impressed on the mind of the whole British Nation the remembrance of the wreck of the passenger steamer *Forfarshire*,

ment now present to the Society's numerous friends and supporters the Forty-fifth Annual Report of its manifold Proceedings and Operations.

In so doing, the Committee feel themselves able on this occasion to be more than usually brief, in view of the fact that, owing to the very late date in the past year at which, through exceptional circumstances, they made their last Report,* various comparatively recent events were therein necessarily referred to which would otherwise have been now first publicly recorded. Amongst such topics, formal mention need only here be made, as being matters more prominently connected with the period embraced in this present Report, of the great loss sustained by the Society, and its whole Executive, in the most untimely death of the President, the lamented late Duke of Marlborough; of the gracious acceptance of the Office of President of the Society, thus rendered vacant, by Vice-Admiral His Royal Highness the Duke of Edinburgh; and of the important representative position appropriately accorded to the Society, followed by the Award of a Gold Medal with Diploma of Honour, at the Great International Fisheries Exhibition at South Kensington.

Turning, primarily, to the general subject of the Wrecks and Maritime Casualties of the year, the Committee find that the absence up to this moment of the authoritatively published details thereof, renders it impossible to enter into any due comparison of the disastrous results, as against those of 1882; though there is, unfortunately, but too good reason to surmise that, when fully ascertained and given to the world, the actual figures may demonstrate no little advance upon the average of previous years—a conclusion which, so far as relates to the loss of life in vessels belonging to the United Kingdom and the Colonies, may practically be taken as sufficiently borne out by the instructive Totals given in the Official Return † annexed to this Report.

In regard to the Statistics of the Society's vast work for the twelve months ending 31st December, 1883, the Committee subjoin a Summary of the Numbers promptly relieved during the past year, with other

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on Hawker's Rock, in the Farne Islands, Northumberland, between the night of the 6th and the morning of the 7th September, 1838 (being the occasion of "Grace Darling's" daring deed of heroic rescue, with her father, in their coble-boat, from the Longstone Lighthouse)—led to the formation of "THE SHIPWRECKED FISHERMEN AND MARINERS' SOCIETY" during the ensuing winter, at a specially influential Public Meeting, held in the London Tavern, on February 21, 1839, as recorded.

* *See* "THE FORTY-FOURTH ANNUAL REPORT," read at the Society's Annual Meeting, held at Fishmongers' Hall, London, Monday, December 17, 1883, as given in the Number of this Magazine for January last, page 55.

† *See* "Return of the Loss of Life at Sea during the six years ending 31 December, 1883," &c., as given in "Appendix" of this Report, page 299.

particulars, bearing upon the several National Objects* comprised in the Society's benevolent scope, and well exemplifying the extended nature of the aid administered through the Society's charitable medium, both at the Central Office of the Institution in London, and its nearly 1,200 Honorary Agencies, located on all parts of the Coasts of the United Kingdom, as well as Inland, Abroad, and in the Colonies, viz. :—

Shipwrecked Sufferers (including Foreigners of all Nationalities) boarded, lodged, clothed, medically cared for, and forwarded to their homes—Fishermen and Mariners (of every class and circumstance of accident and need) specially helped in their extremity, or assisted to restore their lost Boats, Clothes, &c.—Dependent Widows and Orphans, or Aged Parents, succoured in their sudden bereavement, &c.	12,458
Total number of the Shipwrecked and Distressed, with Widows and Orphans, &c., thus relieved since the Society was first Instituted in 1839	350,649
Annual number of Fishermen and Mariners, &c., providently "self-helping," by contributing the Regulated small Yearly Payment, to the Society's Funds, as "Members"	53,500

Under the Head of the Society's further National Object, relating to the grant of Rewards for Saving Life at Sea, thirteen Silver Medals, besides Presentation Barometers and Pecuniary Awards, were given within the year, raising the total number of Silver Medals, thus

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* Duly incorporated by "THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY" Act of Parliament, "13th and 14th Victoriæ, Cap. lxxiii.," with Royal Assent of 29th July, 1850, the Society has—amongst all its many other Benevolent Functions and Operations, thus under Special Statute permissible to it as a Charitable Corporation—the following National Objects in view :—

I.—ASSISTANCE TO THE SHIPWRECKED.—To render Necessary Assistance, and Board, Lodge, Clothe, and Forward Home *all* Shipwrecked Fishermen, Mariners, &c., or other Poor Persons, of all Nations, cast Destitute upon the Coasts.

II.—RELIEF TO MEMBERS.—To relieve Fishermen, Mariners, &c., *Members of the Society*, for Loss of their Boats or Clothes (by Shipwreck, Storm, or other Accidents of the Sea), and otherwise in their Need and Extremity; and also to relieve their Widows and Orphans, &c.

III.—RELIEF TO NON-MEMBERS.—To administer Relief to Others, and those Dependent on them, of the Seafaring Classes for whose benefit the Society was Instituted and Designed, *although not Members of the Society*, according to the Circumstances of the Case, &c.

IV.—REWARDS FOR SAVING LIFE.—To grant Gold and Silver Medals, and other Honorary or Pecuniary Rewards, for Heroic or Praiseworthy Exertions to Save Life, from Shipwreck, &c., on the High Seas, or Coasts of the Colonies.

issued, to 814, and of Lives saved, for which recognition has been accorded by the Society, to 7,348 in all.

In connection with the subject of these Life-Saving Rewards, the Committee have now again to refer to those specially instituted, under Deed of Trust * to the Society, by Monsieur Emile Robin, of Paris, and with regard to disposal of which, for this year, the Committee have here to announce their Decision—sufficiently to be accounted for by the short period elapsing, as alluded to at the outset of this Report, since the Society's last Annual Meeting—not at the present date to make anv Awards of these valued Distinctions.

The Financial Statement,† duly audited, of the Society's Receipts and Payments for the year, is as usual appended, showing the total Income to have been £27,425, and the total Disbursements £27,071, as compared with £28,591, and £30 305, respectively, for the previous year. In reviewing these figures, the Committee have gladly to note that there is, in regard to the Receipts for the past year, a satisfactory increase of upwards of £550 in the more reliable Income, while the diminution represented, of £1,166, in comparison with 1882, is attributable to decreases in the fluctuating item of Legacies, and under head of Contributions from the Maritime Classes, known to be of late

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* For Terms of this Trust, see "Appendix" of this Report, page 300.

† STATEMENT OF THE RECEIPTS AND PAYMENTS OF "THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY," *between the 1st January and the 31st December*, 1883.

	£ s. d.	£ s. d.
Balance due to Williams, Deacon & Co., Bankers (Overdrawn Account), 1st Jan.	1,492 8 7	
Relief and General Aid dispensed by the Central Office and 1,165 Agents and Auxiliaries to 12,458 Fishermen and Mariners, their Widows, Orphans, &c. ..	20,570 6 10	
Rewards for Saving Life at Sea	167 10 6	
Rent and Incidental Expenses at Central Office and 1,165 Auxiliaries	788 3 5	
Parcels, Postages, and Telegrams at Central Office and Auxiliaries	200 18 3	
Printing and Stationery at Central Office and Auxiliaries.....	567 17 6	
Advertising, Central Office and Auxiliaries	466 12 10	
Salaries	1,425 13 10	
Travelling Expenses and Travelling Secretaries	1,571 11 0	
Commission, Travelling and Visiting Secretaries and Auxiliaries.....	1,128 4 11	
Interest on Loans.....	74 10 2	
Law Expenses.....	10 15 5	
Gratuities.....	100 0 0	
Balances, 31st December :—		
On Disbursement Account 277 6 11		
Auxiliaries 3,620 18 0		
3,896 4 11		
Less — Mariners' Pension Fund Trust 2,078 16 1		
	1,819 8 10	
	£30,383 2 1	

	£ s. d.	£ s. d.
Balances, 1st January :—		
On Disbursement Account..	207 3 5	
Auxiliaries (including the value of Tickets and Medals on hand)	3,288 8 5	
	3,495 11 10	
Less — Mariners' Pension Fund Trust.....	1,965 7 7	1,530 4 3
Contributions to Central Office and Auxiliaries :—		
Mariners' Payments	8,975 1 5	
Honorary Subscriptions	7,943 16 3	
Donations	4,542 11 1	
Legacies	2,210 17 1	23 672 5 10
Relief returned by Consuls, Railway, and Steam Packet Companies, &c.....		1,621 1 0
Interest—Savings' Bank, &c...	3 6 0	
‡ Dividends on Stock.....	2 139 6 4	2,122 12 4
Dividends on M. Emile Robin's Trust Fund		20 18 0
Balance due to Williams, Deacon & Co., Bankers (Overdrawn Account) 31st Dec.		1,405 0 8
		£30,383 2 1

Examined and found to be in accordance with the Books,

(Signed) QUILTER, BALL, CROSBIE, GLEGG & WELTON.

5, Moorgate-street, London, *July* 5, 1884.

‡ These Dividends are yearly devoted to the distribution of small Grants of Extra Relief to the most necessitous Widows and Orphans.

suffering from specially depressed circumstances. Similarly, also, with respect to the year's Expenditure, the reduction exhibited therein, as compared with the year before, amounting in all to £3,234—though proving eventually altogether inadequate to recoup the unavoidable excess in the outlay of 1882, or materially to obviate the overdrawing again, by the sum of £1,406, of the year's Account at the Bankers'—is to be set down as, in chief, due to the exceptionally lesser claims for direct Membership Relief during the year; coupled, to no inconsiderable extent, with the further economic saving, resulting from the Committee's unabated efforts for the more and more exact adjustment of the working cost of the Society's necessarily immense standing organisation, within the lowest limits compatible with its true efficiency, and the Society's constant readiness to fulfil, at all points and under every emergency, its high National responsibilities.

The Committee very thankfully acknowledge the following more special Contributions, including some valuable individual Gifts, with various Donations from the Worshipful Companies of the City of London, and several Mercantile Bodies and Firms *:—

HER MAJESTY THE QUEEN (Patron), £25 (*Annual*).
VICE-ADMIRAL H.R.H THE DUKE OF EDINBURGH, K.G., &c. (President), £25.
HIS GRACE THE LATE DUKE OF MARLBOROUGH, K.G. (late President), £15 15s.

	£	s.	d.
Aberdeen Harbour Board	21	0	0
Aberdeen Town Council	21	0	0
Anonymous	26	5	0
Anonymous	100	0	0
Austin, Miss S.	150	0	0
Belfast Harbour Commissioners	20	0	0
Cholmondeley Charities Trust	25	0	0
Clothworkers, Worshipful Co. of	21	0	0
Clyde Navigation, Trustees of	50	0	0
Cordwainers, Worshipful Co. of	26	5	0
Crossman, James Hiscutt, Esq.	30	15	0
Curr, Mrs., Trustees of the late	100	0	0
Dalgety, F. G., Esq.	20	0	0
Dent, W., Esq.	50	0	0
Drapers, Worshipful Company of (*annual*)	21	0	0
Dundas, Lady Jane	50	0	0
Dundee Harbour Trustees (*annual*)	30	0	0
ditto (*donation*)	21	0	0
Dundee Town Council (*annual*)	20	0	0
Dyers, Worshipful Company of	3	3	0
Faversham, Collections at all places of Worship, arranged by Fred. Johnson, Esq., Mayor	45	2	5
Field, Rev. Frederick, M.A., LL.D.	100	0	0
Goldsmiths, Worshipful Company of	50	0	0
Grocers, Worshipful Company of	100	0	0
H. M. H.	25	0	0
Henderson, J., Esq. (*annual*)	20	0	0
Henderson Bros., Messrs. (Glasgow) Collection on "Anchor Line" Steamers	54	4	8
Henderson, R., Esq. (*annual*)	20	0	0
Hewett, The Misses	100	0	0
Homan, E., Esq.	52	10	0
Hull, Trinity House (*annual*)	20	0	0
Hunt, Rev. W., M.A., Collection in Trinity Church, Weston-super-Mare	14	6	8
Huth, Frederick & Co.	21	0	0
Indemnity Mutual Marine Assnce.	25	0	0
Laing, James, Esq.	15	0	0
Leathersellers, Worshipful Co. of	21	0	0
Leith Harbour and Docks Commissioners	21	0	0
London Assurance Corporation	21	0	0
Lloyd's Register of British and Foreign Shipping	105	0	0
Mercers, Worshipful Company of	31	10	0
Merchant Taylors, Worshipful Company of	10	10	0
M. S. D.	25	0	0
Miller, Mrs. Murray	15	0	0
Miller, Rev. David, M.A. (of the Free Church), Collection in Stranraer Established Church, kindly lent by the Rev. H. P. Charlton	15	0	5
Morgan, J. S. & Co.	20	0	0
Neptune Lodge of Freemasons (No. 375, Aberdeen), Fête and Fancy Fair	120	5	6
Roberts, David, Esq. (Exors. of the late)	100	0	0
Roberts, Joseph, Esq.	100	0	0
Salters, Worshipful Company of	21	0	0
Scrimgeour, Mrs.	25	0	0
Slingsby, Mrs.	21	0	0

* The List here given necessarily contains Amounts in some instances already formally announced.

	£	s.	d.
"Snowflake Minstrels," Proceeds of two Musical Entertainments, Ilfracombe	18	0	0
Society for the Discharge and Relief of Persons Imprisoned for Small Debts	50	0	0
Thorngate, William, Esq., Trustees of the late (*annual*)	70	0	0
Tynemouth North-East Coast Exhibition, Grant from Surplus Funds (per Geo. Renwick, Esq., *Hon. Sec.*)	30	0	0
Venables, Rev. Canon, M.A., Collection in Parish Church, Yarmouth	18	3	9
Vigoureux, Frank, Esq.	25	0	0
Vintners, Worshipful Company of...	10	10	0
Whish, Admiral W. H. G.	20	0	0

The following Legacies have been received or announced since the last Annual Meeting, viz. :—

Miss Mary Baird, £500; Mrs. Helen Blake (per Lords Commissioners of Her Majesty's Treasury), £900; Miss M. E. Brenton, £50; Mrs. Ann Budd, £30; Miss Barbara Caslake, £300; Lieutenant-Colonel Henry C. FitzGerald, £200; Captain John Hamilton, £50; John Harding, Esq., £1,000; Captain E. W. Harris (balance), £46 13s. 11d.; John Terry Hinton, Esq., £100; Miss Emma Frisby Howis, £50; Mrs. Louisa Le Corney, £25; Captain John Mann, £200; Miss Catherine J. Piper, £5; Sir W. H. Poland, £50; Charles Vernon Royle, Esq., one-sixth part of residue of estate; Mrs. Mary Sinclair, £150; Thomas Nicolls Stratford, Esq., £100; and Mrs. L. M. Wyatt, £25.

The Committee have to deplore the loss, by death, since the date of the last Report, of the following Gentlemen, who acted as Honorary Representatives and Agents of the Society :—

T. M. Adie, Esq., Voe; Mr. Charles Caws, Bembridge; Mr. R. S. Hitchins, Truro; W. Little, Esq., Ballina; Mr. D. McDonald, North Uist; Rev. A. S. Myers, Johnshaven; Mr. J. Norman, Marlborough; Rev. F. F. Statham, M.A., Walworth; J. C. Weddell, Esq., Berwick-on-Tweed; Mr. Richard White, Filey; and Mr. W. Woodnutt, Newport (I.W.)

In recording the changes which have more recently taken place upon the List of Vice-Presidents of the Society, and amongst their own body, the Committee have with particular regret to advert to the decease of His Grace the Duke of Buccleuch, the Society's President for Scotland, and of the Most Hon. the Marquis of Donegall, a Vice-President, as also to the personal loss sustained by the Committee through the resignation from ill-health, and the subsequent death, of Vice-Admiral Alexander Boyle. Amid these removals of much-valued names from the Society's Executive Roll, the Committee have the satisfaction of announcing the election, to seats at the Board, of Vice-Admiral Sir George O. Willes, K.C.B., Rear-Admiral Richard C. Mayne, C.B., and Captain Robert C. Halpin, F.R.G.S.

As in former years, the Committee now again most gratefully recognise their obligations to the Society's Honorary and Executive Officers, for their active co-operation, and to the several Honorary

Representatives and Agents, and Lady and Gentlemen Collectors, without whose invaluable personal labours the extensive functions of the Society could not be carried on. Also, to the Clergy and Ministers of various denominations, who have advocated the cause of the Charity from their pulpits; to the various Sailors' Societies; and to the Railway and Steam Packet Companies, who continue materially to promote the Society's Objects by reducing the expense of forwarding the shipwrecked to their homes.

In conclusion, the Committee, in here bringing to a close, with fervently renewed acknowledgment of the Divine blessing sustaining the Institution, their Review of the varied Proceedings and beneficent Operations, throughout another year, of this peculiarly National Fishermen and Mariners' Aid Society, would once more very earnestly and appealingly urge, in the language of their last Report, that, most truly—

"Again, as heretofore, the record of the Maritime Disasters for "the period, only too sternly exemplifies, in case after case, some one "or other of the countless 'perils of the sea' to which both ship and "sailor are at all times so imminently exposed, and once more bears "witness to the still undiminished need for the Society's noble work of "benevolence, both on behalf of the Fisherman and the Mariner him-"self, and of his sorrow-stricken dependents."

(Signed on behalf of the Committee),

FRANCIS MAUDE, Captain, R.N.,
Chairman.

W. R. BUCK, *Secretary*,
The Society's Central Office, London Bridge, S.E.
FRIDAY, *July* 25, 1884.

The reading of the Annual Report by the SECRETARY, as above, being concluded, and the Chair, on the unavoidable withdrawal of the Earl of Northbrook, in accordance with his Lordship's announcement, having been taken by Admiral Sir CLAUDE BUCKLE, K.C.B., the subjoined Resolutions were duly brought before the Meeting by various speakers, as follows:—

Admiral Sir CLAUDE BUCKLE (in the Chair): Ladies and Gentlemen,—In the absence of Captain the Hon. Francis Maude, our venerable and venerated Chairman of the Committee, it has devolved on me, as one of the oldest members of the Society, to occupy this Chair, by request of Lord Northbrook, unfortunately called away by the more important duties of his office of First Lord of the Admiralty, and to move the first Resolution, which I have great pleasure in doing. It is:—

"That the Annual Report of the Society, as now read, be adopted, and duly "entered on the Minutes, and that it be printed and circulated under the direction "of the Committee of Management."

After hearing the Report, just read, I think you will agree with me that this is a most valuable Society. It would be too lengthy a subject were I to enter into many of the details; but being, as I say, one of the oldest members of the Society, I can remember the first year of its institution, when Mr. John Rye, a philanthropic medical gentleman, first started the idea, at Bath. His butler and he were reading of some shipwrecks, when Mr. Rye thought what a pity it was such a great many of these seamen should be going about begging, after shipwreck, and he thereupon commenced gathering half-crowns in the city of Bath. I recollect his coming round to my father's house, the house of an old Admiral like myself, collecting the half-crowns. That went on for a time, and afterwards Admiral Sir George Cockburn, subsequently the first President of the Society, took up the work, and it has progressed and been of great value ever since. It has been the means, as Lord Northbrook observed, of relieving thousands of sailors, and in the past year alone as many as upwards of 12,400. Our income, you will see by the Report, has come up to a large sum, though still far short of our requirements; and there are about 53,000 seafaring members, thriftily seeking to help themselves by belonging to the Society. These only have to pay three shillings a year; and what are the advantages gained? Their widows and orphans receive considerable sums of money at the member's death, in proportion to the number of years of membership. Our scale goes up to £20 or £30, and even higher, according to the years members have subscribed. And it is not only the widows and orphans that benefit. If, for instance, a mariner loses his clothes, or a fisherman's boat is damaged or lost, he is helped in his misfortune and distress. Again, the Representatives of the Society, stationed everywhere on the sea coast, and benevolently labouring as Honorary Agents, receive the shipwrecked seamen as soon as they are brought on shore. Wherever, at any time of the day or night, they may be landed by the lifeboat, or other means, they immediately come into the hands of our Agents, whose duty it is to receive them, house them, clothe them, feed them, and send them to any part of the country. Whether they are foreigners or British, or whether members of the Society or not, they are at once relieved, and sent to their wives and families, or to their nearest seaport, all at the expense of the Society. Therefore, to meet these expenses, we hope the public will continue to come forward as they have done, and still more liberally perhaps, to help us. Only consider what unbounded benefits these are. Fifty years ago the shipwrecked sailors used to be begging about the streets; a good many of them were impostors, too—no more sailors than this table, I was going to say. Now, however, they have no excuse for begging; they have only to go to our Agents—to be found at all ports and fishing towns—and they are forwarded free of expense wherever they need to go. There are many other points I might allude to, though those are the principal. Formerly, we gave aid only to the widows of those who were actually drowned; now, we give as well to the widows of those who die a natural death; and if in distress, with young children, or over sixty years of age, they get according to circumstances an annual relief in addition

to what they have received before. There is one particular in connection with the working of the Society to which I would refer before sitting down: among our numerous collectors we have several ladies, and without them I do not know what we should do in many of our Societies. They are our best collectors, our most hardworking and painstaking helpers, and seem to have the way of collecting money when gentlemen often fail. I am glad to find we have included these kind friends of ours, the ladies, in the vote of thanks which will hereafter be proposed to you. I have great pleasure in moving the first Resolution, as read; and I hope you will support me in saying that this Report should be printed and circulated, and I trust that it will have a good effect, in the Society's behalf, throughout the country.

The Rev. STYLEMAN HERRING: Sir Claude Buckle, Ladies and Gentlemen,—I rise with great pleasure to second the Resolution. It has been my lot in life to take a great interest in matters connected with the sea; though you would say that, during my residence in London for the last five-and-twenty years, as a clergyman amongst a large population, I could not have had much opportunity for it. But, in my earlier days, when it pleased God to cast me upon the coast of Norfolk, I saw a great deal, indeed, of the action of this Society; and I could bear a great number of testimonies to the blessings and benefits conferred by this Society, and also that kindred Society, the Lifeboat Institution. It has been my lot, also, to have seen poor creatures, taken from the wrecks, rescued by your Society at Yarmouth, and other places, and forwarded to where I have met them. Believe me, when a man is rescued in that way, he has a heart of great thankfulness. Many and many a man have I heard express his gratitude, not only to a Society like this, but express his thankfulness to God, also, for having rescued him from his perilous state. One cannot help being at the same time struck with the fact alluded to by Lord Northbrook, that so large a number, 2,400 lives, should be lost in the course of one single year. And yet, most assuredly, if we had not all these appliances, these Aid Societies, the loss would be still larger; because a great number of persons, although they might be rescued, unless they were looked after by a Society like this must ultimately succumb. Life is nearly dying out with them, and but for the temporary help of this, or some similar Society, they would, poor creatures, altogether perish. And, in England, I think such a Society ought to be supported as in no other country. We are the nation of all nations that affects a seafaring life more than others. I have seen it in the Canadian lakes, where, perhaps, man for man, there are more engaged in matters connected with ships and shipping than even in our own land. Thank God for all the great crowd that can now bear witness, as I can, to the great benefits extended by this Society. I may say it happened to me to be on the Committee of the Lord Mayor's Fund, when that great disaster took place in the North Sea, and a very large number of poor Yarmouth trawlers, and Yarmouth fishermen, were shipwrecked in a very disastrous gale. What I felt there, when I was on that Committee, where we investigated every one of those different cases, was that we were glad to find that, amongst the naval population generally, there was a great deal more thriftiness than there at one time used to be, and we were pleased to find so many connected with this and other kindred Societies. Also, I

could not help being impressed last year with the fact that our Blue Jackets were now very different from those I knew in earlier days, when they were sometimes given a little too freely to taking too much liquor. And when the Prince of Wales invited a large number of the representative fishermen from the Fisheries Exhibition to Marlborough House, and gave them an entertainment there, last year, I was pleased to find that a great many of them refused to take anything but water, or other non-intoxicating beverages —all showing that the habits of a vast number of our seafaring people, in common with other classes, are greatly changed in that respect. I need only pray, then, that God will bless this Society; and not only in money affairs, but with the personal labour of many more who—like several kind friends and relatives of my own, who have acted as Agents of the Society in Cromer, and Yarmouth, and other places—will, I hope, help to increase and multiply the Society's great benefits and usefulness. Therefore, I have great pleasure in seconding the Resolution.

The CHAIRMAN having put the Resolution to the Meeting in the usual way, it was carried unanimously; and the second Resolution was then proposed by Admiral J. C. Prevost, and seconded by Captain J. J. Holdsworth, as follows :—

Admiral J. C. PREVOST: Mr. Chairman, Ladies and Gentlemen,—I would first say how pleased I am to see so many brother sailors here present, and it is, further, a great pleasure to have had this comparatively small Chamber for our Annual Meeting, because we have not the gratification of seeing so many sailors in those larger ones: they like to come to a little place. Sailors, also, have not much to say when they have a Resolution to propose. They are fond of action rather than of speaking. I remember, in one ship I commanded, "Deeds not Words" was placed on the rail of that ship; and that is why, Mr. Chairman, I shall have but few words to say, because I am scarcely accustomed to speaking. Still, I have great pleasure in moving this Resolution :—

"That this Meeting desires to express its gratitude to Almighty God for having "enabled the Society, through the liberal Contributions of its many Supporters "(including some valuable individual Gifts, with various Donations from The "Worshipful Companies of the City of London, and several Mercantile Bodies and "Firms), to continue, during the past year, its great Work of Charity.

"And that this Meeting warmly acknowledges its indebtedness to all those who, "by their Contributions and personal labours, have so helpfully promoted the "Society's varied Objects during the past year; more particularly the several "Honorary Agents, and the Lady and Gentlemen Collectors, without whose "invaluable aid the Benevolent Operations of the Society could not be carried on."

We ought to be thankful to God, I think, that He has raised up so many kind friends to work for soldiers and sailors, not alone in this Society, but in so many other kindred Societies; not only in this great country, but in different parts of the world. Wherever in my service I have been, I have generally endeavoured to find out those who are working for sailors. It was not long ago, in the port of Bombay, I was asked to go to a meeting on one of the ships, where the flag was flying—the Bethel flag, which I trust will ever fly

in different parts of the world on the Holy Day of God. I am glad to find that many of our fishermen, and that the sailors on board many of the vessels of our great Companies, are getting to respect God's Holy Day. I was speaking to the Bishop of Sodor and Man, and he said: "Are you aware about those fishermen, that, when they first leave the shore and go out to their work, the Coxswain stands up, the crew toss their oars up, and the Coxswain says, 'Let us pray,' and he prays to God that He may take them under His care and protection, and provide food for them." And at Bombay I found more than 120 seamen united there from the different ships, worshipping together on God's Day. Was not that a great comfort? And so it is among the fishermen, as many of you know. In the North Sea, now, a steamer is employed by the Thames Church Mission, where even in a gale of wind, when it is exceptionally rough, the men on board the trawlers and the boats all join the Bethel vessel, and praise God and hear His Word preached there simply and faithfully. Let us thank God, again, for the temperance movement, and total abstinence movement, going on, not in the Royal Navy only, but in the Mercantile Marine, and, indeed, throughout all society. Why, society has quite changed from what I can look back upon. Look at our Navy: Miss Weston, whom God has raised up in a remarkable way, has ten thousand who have signed the pledge, and many of them have not only signed the pledge of temperance, but have signed the pledge to consecrate their lives to the Lord Jesus Christ. And that is the meaning of temperance, I believe, blessed as it has been in this way. Why do we put on the blue ribbon as officers? To set an example to others. We all ought, as captains of ships, or colonels of regiments, and in our different spheres and positions in life, for which we are each of us responsible to God, to carry out His commands and do His will, according to what He says to us in His own Word. If even the eating of meat make a brother to offend, we should be ready to forego it; and though that may not be required of us, yet the spirit of it is what we ought to endeavour to fulfil. Not, however, to detain you any more, Mr. Chairman, I have great pleasure in proposing the Resolution placed in my hands.

Captain J. J. HOLDSWORTH: Sir Claude Buckle, Ladies and Gentlemen,—In rising to second this Resolution, I shall not follow Admiral Prevost in the various points which he has dwelt upon. I shall take up a different phase. It is my wish to call your attention to that Map of the Society's numerous Stations, hanging there on the wall of this Chamber. You will notice it is covered with red dots, in the same manner as the maps published by our great Railway Companies are covered by the dots which indicate their railway stations, those red dots being representative of the various towns and seaports in which Honorary Agents of the Society are located. This Map of the Society's Stations I thought might be interesting to you to see; because, when you read of some twelve hundred Agents being at work for this Society, you simply read it; but, when you look upon those dots, you have a visible picture brought before the mind's eye of the many fellow-helpers who represent us in this Institution, in every part of the United Kingdom, and elsewhere. I think it is as well that this particular subject should be practically brought before you. We, as members of the Committee, meet here week

after week, and month after month, to do the best we can for the Society and its objects, and we only get a hearing from you once a year, on a somewhat brief occasion; but when you view that Map, and see the numerous dots marked upon it, you will be able to understand that the Committee have not neglected their duty, seeing that they have secured the valuable services of so large a number of Honorary Representatives, to look after the welfare of the Sailor and the Society's interests, in different parts of the world. We are very thankful for the way in which they send up their reports to us, the way they collect their money, and the way the whole business is managed. We have, happily, got a large number of ladies amongst the Society's helpers, and we all know we should make but a poor figure here in this country if it were not for the ladies. We are thankful to those good ladies for the kind manner in which they go about and endeavour to collect funds for this Institution; and if they in their turn can get the gentlemen to assist them in collecting funds, to however small an extent, rely upon it we shall receive such aid here with all gratitude. I do not think I need weary you any further in seconding, which I do with sincere pleasure, the Resolution, as already read to you and moved by Admiral Prevost.

The Resolution was put to the Meeting, and carried unanimously; when the Chairman requested Captain John Steele, F.R.A.S., to propose the third Resolution.

Captain J. STEELE: Ladies and Gentlemen,—I am called upon to move the following Resolution:—

"That this Meeting desires to record its deep and heartfelt regret at the loss the "Society has sustained by the decease of His Grace the Duke of Buccleuch, a "Vice-President, and President of the Society for Scotland, and of the Most Hon. "the Marquis of Donegall, a Vice-President; as also of Vice-Admiral Alexander "Boyle, recently a Member of the Committee of Management, and the several "other Gentlemen named in the Annual Report."

The speaker who preceded me, Captain Holdsworth, has kindly called your attention to the number of Agencies we have in the United Kingdom, &c. These Agencies, as he has told us, are of course the basis of our organisation: they locally carry out and largely support the vast operations of this Society. Still, at the same time, the work could not be satisfactorily conducted unless we had, also, the countenance and personal co-operation of such noblemen and gentlemen as those mentioned in the Resolution, connected with the Society, who give confidence to the Secretaries and Agents throughout the country; and therefore we are particularly indebted to all those thus acting as Patrons, as well as to the working Representatives of the Society, including, of course, the Committee. As I have said, then, the Society has real need of the countenance of such noblemen and gentlemen as those who are here referred to as having been Patrons of the Institution or otherwise connected with it, and their loss cannot but be much regretted. I beg, therefore, to move the passing of the Resolution which I have read.

The CHAIRMAN: This Resolution will be seconded by Mr. Edward Aldred, whom I am happy to introduce as an Honorary Agent of the Society.

Mr. E. ALDRED: I have much pleasure, Mr. Chairman, and Ladies and Gentlemen, in seconding the Resolution, as asked, and thus showing my love for a Society for which I have the honour of being an Honorary Agent and Collector. I am almost ashamed at times of showing the small amount I have been able to obtain; but we always look forward with hope, and I think that by the end of this quarter, or at any rate by the end of the year, I shall have something satisfactory to report. I have nothing more to add to that which has already been said upon the subject of the Resolution.

The Resolution was unanimously adopted.

The CHAIRMAN: The next Resolution will be moved by Mr. Edward Edwards, and seconded by Mr. J. H. Lydall.

Mr. EDWARD EDWARDS: Ladies and Gentlemen,—The Resolution which has been placed in my hands is this:—

"That the following Members of the Committee of Management, going out by "rotation, agreeably to the Society's Rules, be re-elected, viz.:—The Right Hon. "Lord Ashley, John Hiscutt Crossman, Esq., Vice-Admiral the Hon. Francis "Egerton, M.P., Captain John James Holdsworth, Captain David Mainland, "Captain Henry Shuttleworth, J. Holt Skinner, Esq., Vice-Admiral the Hon. "John W. S. Spencer, Captain John Steele, and John Kemp Welch, Esq."

These names are so well known that I am sure it will not require any words from me to give strength to the Resolution. Some of those mentioned are amongst the most distinguished members of the Navy, and others are, many of them, widely known in the Mercantile Marine and as merchants. I have great pleasure in moving the re-election of these several members of the Committee, in accordance with the Resolution.

Mr. LYDALL: Sir Claude Buckle, Ladies and Gentlemen,—I am not called upon to sound the praises of either of these gentlemen who are proposed to be re-elected. They have all been engaged in the work some time, and I need urge little more than to ask you cordially to continue them in that work. I must say I was very glad to hear Captain Holdsworth, as a member of the Committee, calling attention to the Map exhibiting the Society's numerous Stations. I do not consider we fully realise what the Society is doing, and what that number of 1,200 Honorary Agents are doing throughout the country, and abroad and in the Colonies, too, to help forward the objects of the Society, by their zealous labours under that Committee upon which you are invited to replace the retiring members named in the Resolution. I cannot help thinking that if we were thoroughly impressed with the fact I refer to, we should feel how important it is not only to make the Society thoroughly efficient in all its bearings, but that we should take a wider view of the expenditure which is necessarily incurred, not merely in relieving mariners themselves and widows and orphans, but also in regard to the general expenses. I would say, carry on your work as inexpensively as possible; but, on the other hand, if you do not carry it on effectively, any money you may spend is wasted, so long as you do not ensure the carrying on your work properly, by incurring the cost of making every department competent for what it has to accomplish. I am bold to say that under the management of the body of gentlemen with whom the Resolution now before you

has to do, there is not a single department or branch in connection with this Society, in which the strictest economy that is consistent with efficiency has not been studied; and I hope, therefore, that the Committee's allusion to this subject of economic saving, in a paragraph in that Report which we have just had read, will have due weight. With these remarks, I beg very heartily to second this Resolution, moved by Mr. Edwards.

The Resolution was then put to the Meeting from the chair, and carried unanimously, and a final Resolution of thanks to Lord Northbrook and Sir Claude Buckle, for presiding, duly proposed as under:—

Admiral Sir GEORGE WILLES: Ladies and Gentlemen,—I rise to move the following Resolution:—

"That the best thanks of this Meeting be given to the Right Honourable the "Earl of Northbrook, First Lord of the Admiralty, for so kindly presiding on this "occasion, and to Admiral Sir Claude Buckle for subsequently occupying the chair, "upon his Lordship's unavoidable withdrawal to meet other pressing official "engagements."

I am very glad the noble Earl has left the room, because, as a naval officer, I could hardly praise him to his face, and I daresay some of those present are not aware how high a position his Lordship has filled. He has been Viceroy of India, but is now content and proud to rule the British Navy, as First Lord of the Admiralty; and it is a duty which he fulfils, I believe, to the satisfaction of the country, and certainly to the satisfaction of the service. He is, further, only too glad to interest himself in—and I believe assist with his purse—the numerous charitable Institutions of this country. If you knew what I know of the labour of a Cabinet Minister, during what is called the Parliamentary session, you would, I think, appreciate the short time his Lordship managed to give us as Chairman here to-day. Having said so much about the First Lord of the Admiralty, I must not forget the gallant Admiral who took the Chair when Lord Northbrook left, namely, Sir Claude Buckle, who, after a long and gallant career in the Navy, has hauled down his flag, and who is devoting, as you all know, his time and money, to a great extent, to the benefit of good works; and I know that nothing gives him more pleasure than to be connected with The Shipwrecked Fishermen and Mariners' Royal Benevolent Society.

The Rev. W. B. OTTLEY: Ladies and Gentlemen,—I have great pleasure in seconding this vote of thanks to the Earl of Northbrook for his kindness in coming to preside over this Meeting. I think it is simply admirable that his Lordship should have attended here to-day, absenting himself from his other important business. And I am sure we also thank Admiral Sir Claude Buckle for his kind services, too. I have only just returned home from India, and am not much given to public speaking; so I will therefore content myself with merely seconding the Resolution in these few formal words.

The Resolution was carried by acclamation.

Sir CLAUDE BUCKLE: On behalf of myself, I must beg to say I do not feel deserving of any thanks: I am only sorry to have had to take the place of so excellent a man as Lord Northbrook. But at the same time he is so valuable

a man, and his time is necessarily so much more occupied than ours, we should be only too glad to let his Lordship go to attend to his important duties elsewhere. I regret greatly that our old friend Captain Maude has not been here to take his usual place with us to-day, and make a very much more satisfactory speech than I have been able to do. In his absence, we desire him, I am sure, every happiness, and only wish it were possible for him to have been present. I thank Sir George Willes, and you all, very much for noticing my very humble services in the manner you have done. It has been a labour of love for me to be in any way connected with this Society, and I hope I may be enabled to go on for a while; but when a man gets to be four-score, it is time to think of something else. Before we separate, I may say that, if any ladies or gentlemen like to come forward and examine the Medals here exhibited, as presented by the Society—the Gold and Silver Medals for saving life at sea, and which are given to the mariners and fishermen—they are very welcome to do so. We have likewise here the first Half-crown piece which was given to the Society, and which has been kept as a memento; and there are, besides, two of the Society's Marine Aneroid Barometers, such as are specially given, similarly to the Medals, to fishermen and others who have distinguished themselves by saving life. I see, also, there are many sailors here, and I am reminded by the Secretary that, if any of them like to become members of the Institution, they can now take the opportunity of doing so.

The proceedings terminated with the pronouncing of the Benediction; and after examining the various objects of interest alluded to by the Chairman, as well as other articles not directly specified, the Meeting separated.

APPENDIX TO THE ANNUAL REPORT.

"SHIPWRECKED LAND SHARKS."

(*See foregoing Annual Report, page* 283.)

LETTER from Captain the Honourable Francis Maude, R.N., Chairman of "THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY," in *The National Review*, No. 13, March, 1884:—

TO THE EDITORS OF "THE NATIONAL REVIEW."

Onslow Gardens, London, S.W., Jan. 24, 1884.

GENTLEMEN,—

In Lord Cranbrook's valuable article on "Hereditary Pauperism, &c.," in your number for December, occur these words:—"The current of tenderness, however, is so strong, that professional beggars still float upon it, and the farmer's or peasant's wife is still credulous of the woes of sailors who never saw the sea from the deck of a ship."

I have been struck with this allusion by his lordship to the *sham* ship-

wrecked seaman, and would, with your permission, wish to make a few remarks thereon.

That there is an innate feeling of commiseration for sailors throughout the country—more especially among the inland towns and amongst the resident gentry—is undoubted: hence the "land sharks," so briefly referred to by his lordship. Would that these compassionate sentiments of our rural population were cherished, and turned into the right channel, as I will hereafter venture to explain.

Lord Cranbrook beyond question alludes to the state of affairs existing in the early days, and even now probably impressed upon his memory by a telling article in the *Quarterly Review*, some forty years ago, wherein it was shown that a shrewd old woman, in a country town, was in the habit of manufacturing poor "shipwrecked" lads, and reaping the gains of the deception, at the cheap cost of a halfpenny-worth of tar, well set off with a spice of seafaring slang, such spurious get up being found quite sufficient to impose on the ignorance of sensitive philanthropists.

If this were the case, and we know that it unfortunately was so, in the days before a Shipwrecked Mariners' Society came into existence, it is happily almost an impossibility now, in view of the vast network of the Society's Agencies spread out all over these islands from coast to coast.*

I was travelling by coach, many years ago, and whilst we were changing horses at an inn, a set of *supposed* shipwrecked men appealed for our sympathy, and described the horrors of being cast ashore, without a penny, and obliged to beg their way home. I asked them, "Where were you wrecked?" They replied, "At Swansea, 150 miles off!" "What," I inquired, "did the Shipwrecked Mariners' Society's local Agent do for you?" "Nothing!" I said, "Then you are impostors, and ought to be prosecuted!" giving my reasons in a few words; whereupon they immediately took to their heels.

In like manner may all such applicants of to-day be safely dealt with; and it is to point out this fact, and to call attention to the one sure channel of benevolence thus open to the public in these cases, that I crave a little of your space. Believe me, yours faithfully,

FRAS. MAUDE, Captain, R.N.

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* The Society's National Objects are carried out by the Central Executive in London, and about 1,200 Honorary Representatives and Agents of the Society, stationed on every part of the Coast of the United Kingdom, as well as Inland, Abroad, and in the Colonies—by whom, in direct co-operation with the General Committee of Management, the Society's immediate organised relief is personally extended, on an average, to between 12,000 and 13,000 individuals annually. On all occasions of Shipwreck, instant succour, through the Honorary Representatives and Agents on the spot, is afforded by the Society to the sufferers—by taking them up at the place of wreck, supplying them with every necessary, and at once conveying them to their homes, or, if foreigners, to their nearest Consuls. In the performance of this National Duty, the Society acts on the broadest basis of Christian Charity—the foreigner, and the native, being equally cared for, in rendering the universal aid thus everywhere ready at hand, on the Nation's behalf, for all the Shipwrecked, &c., alike.

LOSS OF LIFE AT SEA.

(*See foregoing Annual Report, page* 284.)

BOARD OF TRADE RETURN to House of Commons, dated 23 June, 1884, of the Loss of Life at Sea during the Six Years ending 31 December, 1883, comprising only Losses occurring in British Cargo and Passenger Ships and Steamers, and excluding Tug Steamers, Barges, Lighters, and Fishing Vessels.

YEAR.	IN VESSELS BELONGING TO THE UNITED KINGDOM.						IN COLONIAL VESSELS.						TOTAL.						GRAND TOTAL.
	SAILING.		STEAM.		TOTAL.		SAILING.		STEAM.		TOTAL.		SAILING.		STEAM.		TOTAL.		
	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.	
1878	809	33	323	25	1,132	58	331	81	2	...	333	81	1,140	114	325	25	1,465	139	1,604
1879	798	73	537	140	1,335	213	405	61	1	7	406	68	1,203	134	538	147	1,741	281	2,022
1880	1,184	18	494	78	1,678	96	402	45	11	3	413	48	1,586	63	505	81	2,091	144	2,235
1881	1,673	17	673	214	2,346	231	470	45	53	106	523	151	2,143	62	726	320	2,869	382	3,251
1882	909	20	633	34	1,542	54	263	34	91	24	354	58	1,172	54	724	58	1,896	112	2,008
1883	1,083	16	830	67	1,913	83	303	44	10	63	313	107	1,386	60	840	130	2,226	190	2,416
TOTAL	6,456	177	3,490	558	9,946	735	2,174	310	168	203	2,342	513	8,630	487	3,658	761	12,288	1,248	13,536

NOTE.—It is probable that all the Losses in 1883 have not yet been reported, and it must therefore be understood that the Figures for that year are subject to correction.

THE "EMILE ROBIN" LIFE-SAVING REWARDS.

(*See foregoing Annual Report, page* 286.)

THE following is the text of the terms and conditions attaching to the administration of the Trust Fund, in respect of these Rewards, as specially vested in the Committee of Management of THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY, in accordance with the notification made in *The Times*, &c., under date of November 26, 1880:—

"1. At or within a reasonable time after each Annual General Meeting of the Society, the Society shall pay the income of the said Trust Fund, for the year immediately preceding such Annual Meeting, to the Captain and Chief Officer (they respectively being natural born or naturalised British subjects) of such a British vessel as, in the opinion of the Committee of Management of the said Society, shall during such year have saved the whole or principal part of the crew of a vessel, whether British or Foreign, from imminent peril; or, if more than one such vessel shall during such year have saved the whole or principal part of a crew from imminent peril, then to the Captain and Chief Officer respectively (they respectively being such subjects as aforesaid) who, or whose vessel or crew, in the opinion of the Committee, shall have incurred the greatest peril in effecting such rescue. The said income to be paid as to four equal fifth parts thereof (£16) to such Captain, and as to the remaining one equal fifth part (£4) to such Chief Officer—provided always that, if either the Captain or the Chief Officer of the vessel having made such rescue as aforesaid shall be an unnaturalised Foreigner, and the other of them shall be such as aforesaid, then and in such case the Captain or Officer who shall be such subject as aforesaid shall also be entitled to receive his proportion of the said income, and the remaining portion shall be disposed of as hereinafter directed with reference to the entire income of any year during which no award may be made thereof.

"2. If in any year or years there shall, in the opinion of the Committee, not have occurred any case of rescue of sufficient importance to warrant the award of the said annual income under the last preceding clause, then and in every such year the said income shall be invested in the name of the Society, and either shall be permanently added to the capital of the Trust Fund and be held upon the trusts herein declared concerning the same, or (at the discretion of the Committee) may, in any subsequent year during which, in their opinion, more cases of rescue than one coming within the scope of the last preceding clause shall have happened, be paid as prizes in the proportion hereinbefore mentioned, to such Captain and Chief Officer having effected such rescue, being respectively eligible for such prizes by virtue of these presents (other than those respectively to whom the income of such year shall have been awarded), as, in the opinion of the Committee, shall deserve or (as the case may be) most deserve the same.

"3. The decision or award of the Committee as to the disposal of the annual income of the Trust Fund, for each year, shall be announced at the Annual General Meeting of the Society held on the expiration of such year.

"4. Every decision of the Committee, as to whether or not any case of rescue coming within the scope of the foregoing Trusts has happened in any year or years, and as to the persons to whom respectively the annual income of any year or years should be paid under the foregoing Trusts, shall be final and conclusive; it being the intent of the parties hereto, and of these presents, that the decision of the matters aforesaid shall rest solely with the Committee, and shall not be questioned by any person or persons whomsoever."

THE CENTRAL HONORARY AND EXECUTIVE STAFF, AND LOCAL REPRESENTATIVES, &c.

SINCE the last announcement, the Vice-Presidencies, recorded in the Society's Forty-fifth Annual Report as vacant, have, to the Committee's personal gratification, been filled by the acceptance of the office of Vice-President and President for Scotland by His Grace the present Duke of Buccleuch, in succession to his father the late Duke, and of that of Vice-President by the Right Hon. the Earl of Northbrook, G.C.S.I., First Lord of the Admiralty (who occupied the chair at the Society's recent Annual Meeting), in the room of the late Marquis of Donegall.

AMONGST its 1,200 stations, &c., on the Coast, Inland, Abroad, and in the Colonies, as many as eleven fresh appointments of Local Honorary Representatives and Agents of the Society have, from death, change of residence, or other unavoidable cause, been rendered necessary since the previous reference to such alterations, in this Magazine. In recording their obligations, on behalf of the Society, to all those who had thus—in some instances for many years—so heartily laboured in furthering the Society's charitable work, the Committee of Management have specially had to deplore those changes occasioned by the decease of Honorary Representatives and Agents, as follows: Banchory, N.B.—Mr. A. Torry; Port of Ness, N.B.—Mr. Kenneth Murray.

THE SOCIETY'S WORK.

UNDER the subjoined "Annual General Statistical Return," as well as "Quarterly General Summary of Relief, &c."—comprising particulars of the Society's Work, in accordance with its several specified National Objects, and various other Functions—will be found the interesting, and, in many respects, touching record of the Society's benevolent Operations on behalf of all the

Seafaring Classes of Men, and those Dependent on them, both during the whole of the past year, 1883, with those preceding it, from the Society's first Institution in 1839, and since the issue of the last Annual or Quarterly Statements :—

ANNUAL GENERAL STATISTICAL RETURN.

ASSISTED, AND RELIEVED, &c.—UNDER "OBJECTS I., II., III."

SHIPWRECKED SUFFERERS—MEMBERS AND NON-MEMBERS, FOR LOSSES, AND IN SPECIAL DISASTERS AND DISTRESS—DEPENDENT WIDOWS AND ORPHANS, &c.	Last Year (1883)	12,458
	Previous Years	338,191
TOTAL NUMBER, FROM THE INSTITUTION OF THE SOCIETY, IN 1839		350,649

LIFE-SAVING REWARDS, &c.—UNDER "OBJECT IV."

HONORARY AND PECUNIARY REWARDS FOR SAVING LIFE	GOLD MEDALS.....	32
	SILVER MEDALS	314
	PECUNIARY AMOUNT, £2,465	
LIVES SAVED, FOR WHICH RECOGNITION HAS BEEN GRANTED		7,348

MARINERS, &c., PROVIDENTLY "SELF-HELPING"—UNDER "OBJECT II."

ANNUAL NUMBER (1883) CONTRIBUTING THE REGULATED SMALL YEARLY PAYMENT, TO THE SOCIETY'S FUNDS, AS "MEMBERS" 53,500

QUARTERLY GENERAL SUMMARY OF RELIEF, &c.

THE total Number directly succoured or otherwise relieved, &c., by the Society's Central Executive in London, and by its Honorary Representatives and Agents in all parts of the United Kingdom, as well as Abroad, and in the Colonies—under the Society's respective National Objects —viz., I. "Assistance to the Shipwrecked;" II. "Relief to Members;" III. "Relief to Non-Members;" IV. "Rewards for Saving Life, &c."—was as follows, during the past Quarter, ending 30th September, 1884 :—

SHIPWRECKED SUFFERERS—MEMBERS AND NON-MEMBERS, FOR LOSSES, AND IN SPECIAL DISASTERS AND DISTRESS—DEPENDENT WIDOWS AND ORPHANS, &c., &c.....	2,450

OF the many Honorary Agencies from which the more numerous claims embraced within these figures were received, the following (appending also the names of the Society's Local Honorary Representatives), with the Amounts allotted to each, may be specially mentioned, viz. :—Aberdeen (Mr. D. Mearns), £72; Dundee (Mr. Jno. Machan), £52; Hull (Mr. J. W. Day), £95; Liverpool (Thomas Hanmer, Esq.), £76; Middlesbro' (Mr. James Harris), £66; North Shields (Mr. G. French), £185; South Shields (Messrs. Crisp & Hails, and Rev. H. W. Farrar), £287; Sunderland (Messrs. R. Hudson & Sons), £399;—giving a total of £1,232 (out of the Quarter's Amount of £4,380, granted for these particular "Objects of the Society") issued during the past Quarter, at these Agencies and Seaports, &c., alone.

SPECIAL CONTRIBUTION LIST.

COLLECTIONS, DONATIONS, LEGACIES, SERMONS, &c., ON BEHALF OF THE SOCIETY, RECORDED SINCE THE ISSUE OF THE LAST QUARTERLY STATEMENT.

	£	s.	d.
LONDON.— Collecting Boxes:—			
SS. *Lord John Russell* (per Captain E. Fleming)...	0	3	7
SS. *Persian Monarch* (per Captain W. Duncombe)	1	1	7
SS. *Morna* (per Captain Thomas).....	0	6	0
SS. *Belgravia* (per Captain Aitkin)	0	7	5
SS. *Rewa* (per Captain Mann).....	0	0	9
R.M.S. *Deccan* (per Captain Adamson)	4	4	0
R.M.S. *Orient* (per Captain Hewison)	5	0	0
R.M.S. *Shannon* (per Captain Murray).....	1	1	3
R.M.S. *India* (per Captain C. H. Day)	2	5	6
Schooner *Waipa* (per Captain Jamerson)	0	3	4
P. & O. Company's Offices (per James Evans, Esq.)	0	10	0
London Capital and Labour Stores Box.....	0	10	11
Annual Meeting Box	0	12	6
The Drapers' Company (Annual)	21	0	0
Cholmondeley Charities Trust	25	0	0
Mrs. Scrimgeour	10	10	0
Edward Edwards, Esq.	10	10	0
Readers of "*The Christian*," per Messrs. Morgan & Scott	11	1	0
COLDSTREAM, N.B.—Collection in Parish Church, after Sermon by Rev. A. Nesbit (per Mr. John Smith, Hon. Agent)	2	6	6
HOLM.—Collected at three Missionary Meetings, by the Rev. Robert Lawson (per Mr. John Shearer, Hon. Agent).....	0	13	10½
NEWPORT (MON.) — Collected in Box at Mercantile Marine Office (per Mr. Thomas Porteous) ..	0	5	11
NORWICH. — Collection in Honing Church, after Sermon by Rev. J. A. Laurence, B.A.....	2	3	2
PETERHEAD, N.B. — Collection in Parish Church, after Sermon by Rev. J. Stewart (per Alex. Robertson, Esq., Hon. Agent) ..	12	0	5
ROBIN HOOD'S BAY.—Offertory in Fylingdales Church, after Sermon by Rev. R. J. Cooper, M.A. (Hon. Agent).	2	6	4
YARMOUTH (Great).—Harvest Thanksgiving Service, at St. John's Church, after Sermon by Rev. J. H. H. McSwiney, M.A. (per Mr. G. T. Watson, Hon. Agent).....	3	13	0
LEGACIES RECEIVED:—			
Mrs. Mary Sinclair	150	0	0
Miss Emma Frisby Howis	50	0	0

THE YEAR, AND THE MONTHS.

1884.

[Jewish Calendar—5644-45. Mohammedan Calendar—1301-02.]

GOLDEN NUMBER—4: SOLAR CYCLE—17: DOMINICAL LETTERS—F. E.: JULIAN PERIOD—6,597: EASTER SUNDAY—APRIL 13: WHIT SUNDAY—JUNE 1: ADVENT SUNDAY—NOVEMBER 30.

THE SEASONS.

"SPRING—Showery, flowery, bowery:
SUMMER—Hoppy, croppy, poppy:
AUTUMN—Wheezy, sneezy, freezy:
WINTER—Slippy, drippy, nippy."

LINES ON FRENCH CALENDAR, 1793.

SPRING, March 20, Sun enters Aries, 5 A.M. | AUTUMN, Sept. 22, Sun enters Libra, 3 P.M.
SUMMER, June 21, Sun enters Cancer, 1 A.M. | WINTER, Dec. 21, Sun enters Capricornus, 10 A.M.
The EQUINOXES—at Spring and Autumn; and the SOLSTICES—at Summer and Winter.
ECLIPSE OF THE SUN (PARTIAL)—March 27, invisible at Greenwich.
ECLIPSE OF THE MOON (TOTAL)—April 10, invisible at Greenwich:
ECLIPSE OF THE SUN (PARTIAL)—April 25, invisible at Greenwich.
ECLIPSE OF THE MOON (TOTAL)—October 4, visible at Greenwich.
ECLIPSE OF THE SUN (PARTIAL)—October 18-19, invisible at Greenwich.

OCTOBER.

"I love thee, sere and brown October."

SUN.

1st DAY	Rises 6h. 2m.	Sets 5h. 37m.	15th DAY	Rises 6h. 26m.	Sets 5h. 6m.
8th DAY	Rises 6h. 14m.	Sets 5h. 21m.	22nd DAY	Rises 6h. 38m.	Sets 4h. 51m.

MOON.

4th DAY	Full Moon	10h. 0m. P.M.	19th DAY	New Moon	0h. 31m. A.M.
11th DAY	Last Quarter	2h. 29m. P.M.	27th DAY	First Quarter	4h. 54m. A.M.

IN PERIGEE, 7th DAY.....2 P.M. IN APOGEE, 23rd DAY.....1 P.M.

NOVEMBER.

"Sharp winds the arrows are with which I chase
The leaves, half dead already with affright;
I shroud myself in gloom; and to the race
Of mortals bring nor comfort nor delight."

LONGFELLOW.

SUN.

1st DAY	Rises 6h. 56m.	Sets 4h. 31m.	15th DAY	Rises 7h. 21m.	Sets 4h. 8m.
8th DAY	Rises 7h. 9m.	Sets 4h. 19m.	22nd DAY	Rises 7h. 33m.	Sets 4h. 0m.

MOON.

3rd DAY	Full Moon	8h. 37m. A.M.	17th DAY	New Moon	6h. 12m. P.M.
9th DAY	Last Quarter	11h. 12m. P.M.	25th DAY	First Quarter	10h. 16m. P.M.

IN PERIGEE, 4th DAY.....4 P.M. IN APOGEE, 20th DAY..... 3 A.M.

DECEMBER.

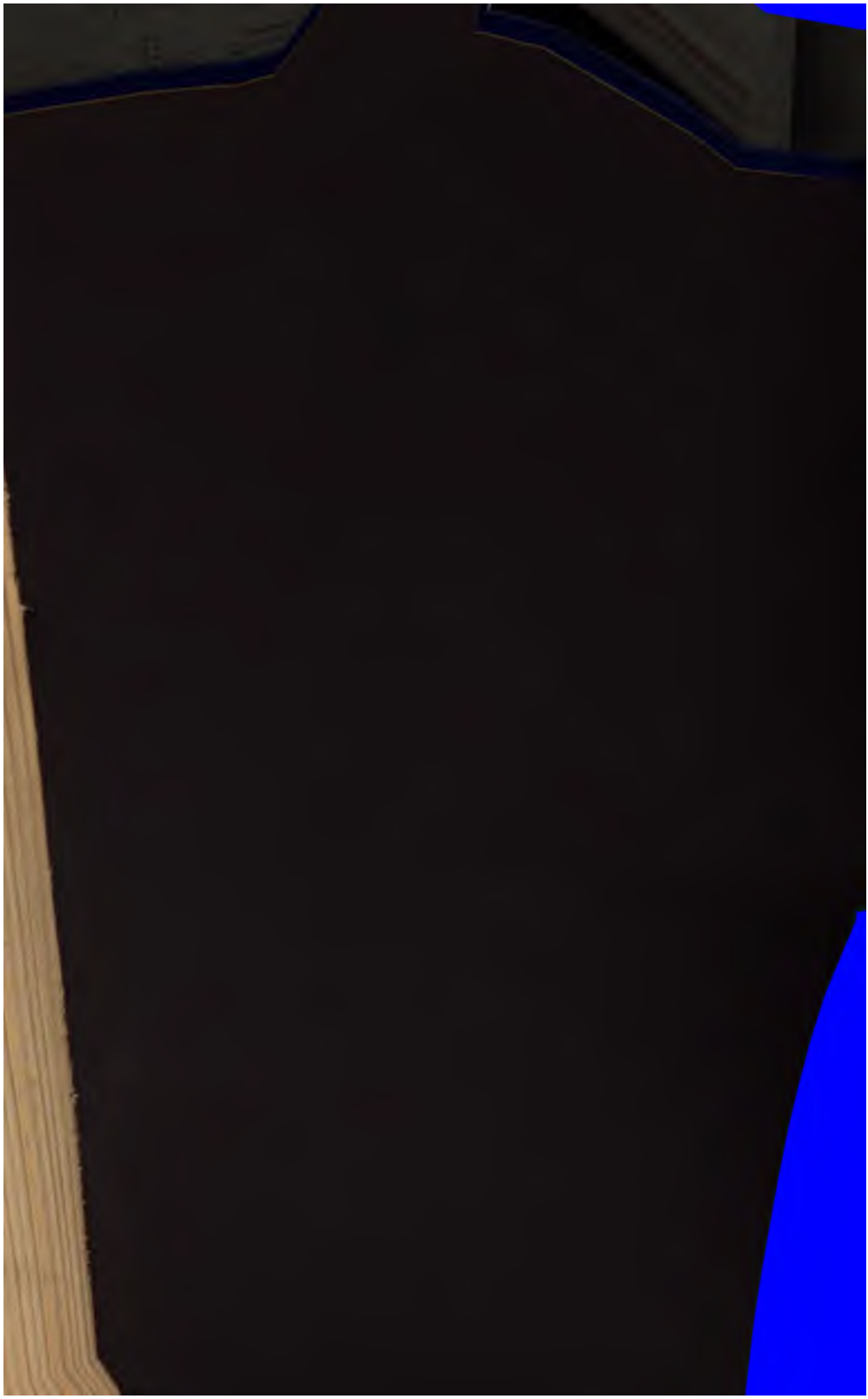
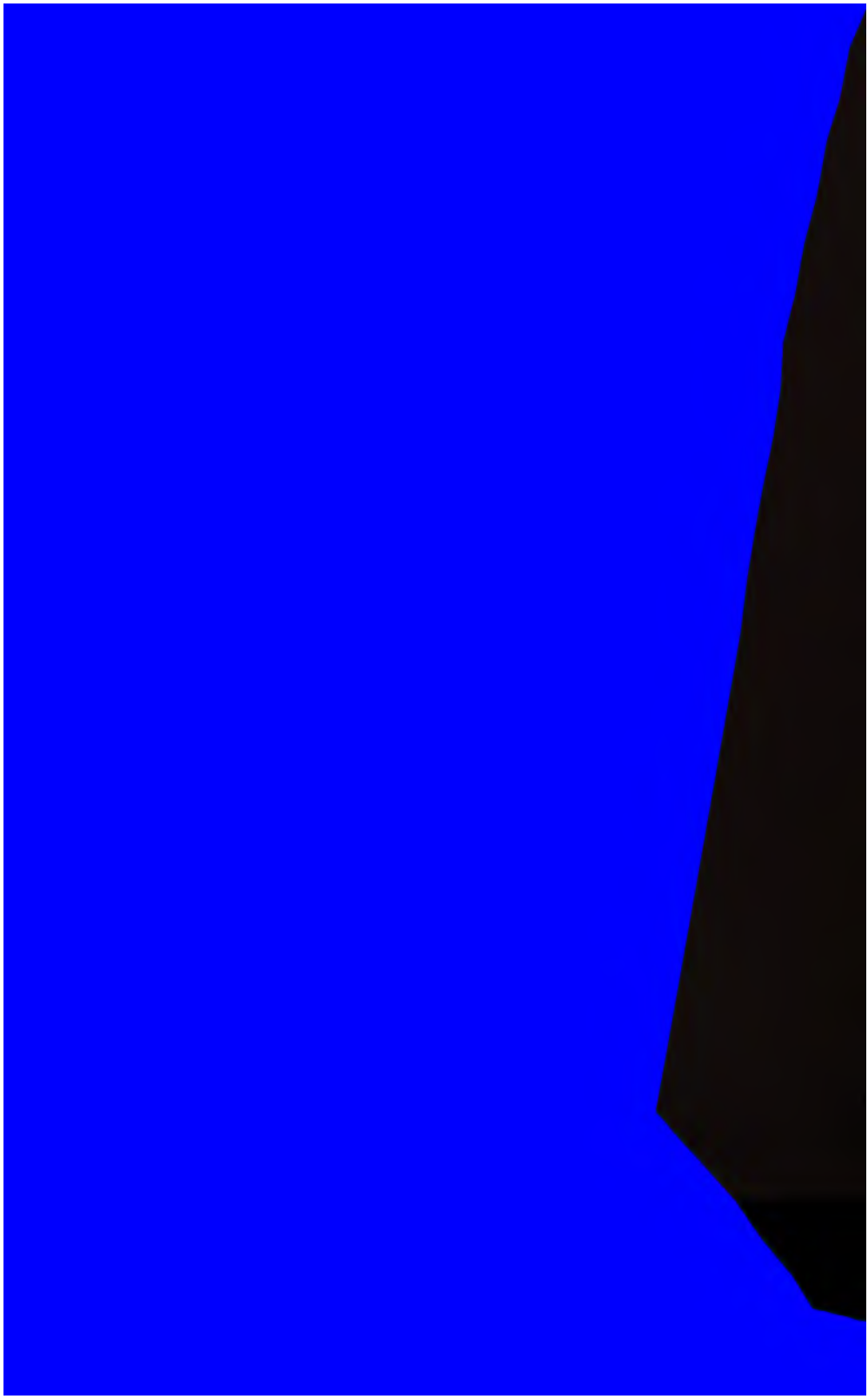
"The rain and wind beat dark December."

SHAKESPEARE.

SUN.

1st DAY	Rises 7h. 47m.	Sets 3h. 52m.	15th Day	Rises 8h. 2m.	Sets 3h. 49m.
8th DAY	Rises 7h. 55m.	Sets 3h. 49m.	22nd DAY	Rises 8h. 6m.	Sets 3h. 51m.

MOON.

2nd DAY	Full Moon	7h. 0m. P.M.	17th DAY	New Moon	1h. 25m. P.M.
9th DAY	Last Quarter	11h. 31m. A.M.	25th DAY	First Quarter	1h. 21m. P.M.

IN PERIGEE, 3rd DAY ... 3 A.M. IN APOGEE, 17th DAY.....4 A.M.
IN PERIGEE, 31st DAY.....4 P.M.